"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Rain; brisk to high north to northeast winds.

VOL. LII.....NO. 16,740. NEW YORK, MONDAY, AUGUST 31, 1903.—TEN PAGES. ONE CENT In Greater New York, Jersey City and Newark. | Elsewhere, Two Cents.

PEOPLE OF PANAMA READY FOR REVOLT

Rejection of Canal Treaty Likely to Lead to Revolution.

Colombian Government's Forces at the Isthmus Supposed to be Favorable to Independence.

Special to The New York Times.

PANAMA, Colombia, Aug. 28, Via Kingston, Jamaica, Aug. 30.—The spirit of revolution is gaining in force on the Isthmus as the result of the rejection of the canal treaty by the Colombian Congress at Bogota.

Only vigorous action on the part of the Government can prevent an outbreak, and it is doubtful whether such action is possible.

Gen. Vasques Cobor, Secretary of War, who resigned his position under the criticism that followed a recent orgie, and who was stationed at this point mainly because of the fact that this is the Colombian Navy rendezvous, is practically sulking in his tent. Although report has it that the Government has refused to accept his resignation it is doubtful if he can be induced to do aught to stem the tide of revolutionary feeling that pervades all classes.

Gen. Huertes, commandant at Fort Chuiriqui and virtually the commander of all the Government forces in and around Panama, is at this time the only officer to whom the Government may look with any hope of checking any revolutionary spirit.

Even Gen. Huertes has no heart in the Government's position, being a warm sympathizer with the canal project. It is regarded as extremely unlikely that he would turn the guns of Chuiriqui on the people of the city, who are almost a unit for a declaration of independence that would separate the Isthmus from the mainland and make easy a treaty with the United States that would insure the building of the canal and the establishment of commercial and agricultural prosperity in this province.

As for the naval force, it is practically controlled by Americans or pro-American Englishmen. They form the gunning, navigating, and engineering forces, and it has long been known that they would be only too glad of the opportunity to slip the yoke of Colombian Government and espouse any cause that would afford the Isthmus an independent Government.

AGED SPINSTER'S ROMANCE.

Has for 74 Years Kept Vow She Made When Her Fiance Died.

Special to The New York Times.

ORANGE, N. J., Aug. 30.—A pathetic romance is brought to light by the approaching ninety-fourth birthday of Miss Mary Ann Terhune, who lives with her niece, Mrs. Harvey Green, at 25 Ward Street, Orange. Miss Terhune has never been married because of a vow she took when she was twenty years old. She is the daughter of the late Garrett Terhune of New Brunswick. At the time she was engaged to be married to a young physician of that place.

The day had been set and the bridal trousseau prepared, and invitations had been issued for the wedding, when the bridegroom to be was stricken with an illness that quickly caused his death. Miss Terhune grieved over her loss and declared that she would never marry. She has outlived nearly all of her immediate relatives, and now, though her age makes her feeble, it is her boast that in all her life she has never required the services of a physician. She posed for her picture the other day for the first time since she was a young girl.

STEAMER PITTSBURG BURNED.

Lake Passenger Vessel Destroyed at Dock in Sandwich, Ontario.

DETROIT, Aug. 30.—The passenger steamer Pittsburg, running between Cleveland and Sault Ste. Marie, Mich., and owned by the Georgian Bay Transportation Company, of which W. J. Brown of this city is manager, was burned to the water's edge at her dock in Sandwich, Ont., early to-day. The crew escaped uninjured.

When asked to estimate the loss, Manager Brown said that the boat was rated by the insurance companies at $60,000. The craft was insured for $27,500, and $40,000 more was recently ordered placed on it, but whether or not it was in force yet is not known.

CREDITORS NOT EXCLUDED.

Court Denies Petition of Monterey and Mexican Gulf Railroad.

MEXICO CITY, Aug. 30.—The higher court has denied the appeal from the decision of the First District Court, rendered last May, refusing to grant the petition on behalf of the Monterey and Mexican Gulf Railroad Company for the exclusion of the following creditors:

Fairbanks, Morse & Co., Bernard Buckner, Central Trust Company of New York, Sam Park, Carols F. Drake, Morris R. Locke, John J. Fisher, J. A. Bentley & Co., and Frank Rudd.

The decision upholds the court's view that the claims of these creditors are not to be paid, and that the creditors themselves are entitled to vote at subsequent meetings of the creditors of the bankrupt company.

Burglar's Blow May Be Fatal.

Special to The New York Times.

PLAINFIELD, N. J., Aug. 30.—Herbert Chamberlain, caretaker of the city's fire alarm telegraph service, was awakened shortly after midnight this morning by hearing a noise in his wife's bedroom, the latter being at the seashore. As he entered the apartment a colored man, who had been rifling a dresser, struck him a terrific blow on the head with a club, and Chamberlain sank to the floor unconscious. A brother-in-law was awakened by the noise and summoned the police. The injured man was removed to the Muhlenberg Hospital, where it was said his recovery was doubtful.

Senator Hanna Still Improving.

CLEVELAND, Aug. 30.—Senator M. A. Hanna, who was taken suddenly ill a few days ago in his office, was much improved to-day, and will try to go to his office to-morrow to attend a political conference with State leaders. Senator Hanna was not permitted to go for a drive this afternoon, his physician advising that he not extend his exertions further than the house veranda and a short walk on the lawn.

Experiment with Cotton in Mexico.

MORELIA, Mexico, Aug. 30.—The Governor of Michoacan has received a large amount of Egyptian cotton seed, which will be distributed among the planters who desire to use it experimentally.

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THIEVES SLAY IN CHICAGO.

Two Men Are Killed in a Desperate Morning Robbery.

CHICAGO, Aug. 30.—Without warning, two men were killed and two others wounded by robbers at the barns of the Chicago City Railway Company, Sixty-first and State Streets, early to-day. The shooting was done by three men, who escaped after securing $3,000.

Frank Stewart, William B. Edmond, and Henry Biehl, clerks in the cashier's office, were shot at their desks. One bullet went through Stewart's body, causing his death half an hour later; another inflicted a wound in Edmond's left thigh, and a third made a wound in Biehl's scalp. John B. Johnson, a motorman, was shot through the head as he arose from a bench, where he had been sleeping, and died instantly.

Choosing the time when the employes were busily engaged in balancing up the receipts of the night, just after the last conductor had turned in his money and left the barns, the robbers suddenly appeared at the receiving window and began shooting. The first intimation those inside the office had that anything was wrong was when they heard the shots.

The first bullet fired struck Stewart, and he fell to the floor without a word. Biehl and Edmond, who were sitting near, turned to see what was the matter, but before they could leave their chairs they were rendered helpless by the well-directed bullets of the robbers.

Johnson, the motorman, who was asleep on a bench in the outer office, hearing the noise, started up to go to the assistance of his companions, but was killed before he could get on his feet.

Making sure that all opposition had been removed, the robbers then broke open the door of the cashier's office with a sledge hammer, and secured $3,000 in bills, which was lying on the desk. They then made their escape.

Four men were arrested three hours after the robbery, on suspicion of being implicated in the crime, but they have not as yet been identified.

WAS POWERS JURY TRICKED?

Alleged Kentuckians Were Scared Into Verdict by Fear of Being Burned Alive.

Special to The New York Times.

LEXINGTON, Ky., Aug. 30.—The attorneys for ex-Secretary of State Caleb Powers, convicted of complicity in Gov. Goebel's murder, allege that the jury trying Powers was frightened into giving the defendant the extreme penalty by the officers guarding it, who said that friends of Powers had made three attempts to burn the boarding house in which the jury was locked in a room at night to sleep.

One of the jurors said here to-day that Deputy Sheriff Lusby told the members of the jury how near they came to being burned up and said that Deputy Robinson had been stationed at the rear of the house to stand picket duty during the night until the trial was over.

Juryman Wilson said that the jury was in great fear of being cremated and all were delighted when the trial was over. The attorneys for the defense say if there were any attempt made to burn the boarding house it was by friends of the prosecution.

GRAIN EXPORTERS TO MEET.

Will Try to Prevent the Further Diversion of the Western Grain Trade to Canadian Ports.

Special to The New York Times.

BALTIMORE, Aug. 30.—The Philadelphia grain exporters have joined with the Baltimore merchants in the movement to prevent the further diversion of the Western grain trade to Montreal and other Canadian ports, and a conference will be held in Philadelphia next Tuesday and Wednesday to devise a plan of action. New York and Boston merchants interested are also expected, and the Pennsylvania, Baltimore and Ohio, and probably other large railroads will be represented.

The ocean steamship lines having terminals in Baltimore, New York, and Philadelphia are affected by the loss of trade. The cause assigned for it is that the rate on the Canadian railroads is much lower than can be secured on any seaboard line which runs into these cities.

The Baltimore exporters were probably the first of the Eastern trade to start the movement and the first to show any activity in their endeavors to secure the co-operation of the Eastern railroads against the tendency. The Baltimore Chamber of Commerce took the matter up and appointed a committee, of which James C. Gorman, President of the Chamber, is Chairman. The deliberations of the committee in regard to the diversion of the grain trade have been of a very important character, and the results of their investigations will be forthcoming at the proper time. This committee will represent the local exporters in the Philadelphia conference.

The Canadian railroads are making low rates in order to divert traffic from the United States ports. Montreal is one of the cities that put grain in Liverpool 2 cents a bushel cheaper than either Baltimore or Philadelphia can.

TRAIN ROBBERY FRUSTRATED.

Supposed Members of Harvey Logan's Gang Met by Officers.

HAVRE, Mont., Aug. 30.—It has been learned here that an attempt was made Friday night to hold up the west-bound flier of the Great Northern, near Malta. The effort was frustrated by Detectives riding on the engine.

Three suspicious looking characters, believed to be members of the gang of Harvey Logan, alias "Kid" Curry, boarded the train, and two of them started to climb over the tender, when they were discovered by the officers, who covered them with guns and ordered them off. They promptly slid off the side of the tender, disappearing in the darkness.

For three days the train crews, mail crews, and express agents on passenger trains between Glasgow and Havre have been heavily armed, and a score of detectives have been riding up and down the line.

Several days ago the company received what they considered reliable information that Harvey Logan was back in Montana and would attempt a hold-up.

Logan escaped from the county jail at Knoxville, Tenn., June 27 last, while awaiting removal to the Columbus, Ohio, Penitentiary.

MARINES ATTACK CITIZENS.

Young Man Injured in Street Brawl in Annapolis.

Special to The New York Times.

ANNAPOLIS, Md., Aug. 30.—There was an outbreak to-night of the trouble which has been brewing for some time between a number of the United States marines stationed here and some of the citizens.

Shortly after 8 o'clock a crowd of about forty marines armed with pieces of pipe and metal rods assembled on the corner of College Avenue and King George Street with the avowed purpose of seeking revenge for injuries inflicted last evening upon Sergt. Fritz and others. Frank Denver, an Annapolis youth, was struck on the head and severely injured. And other disorderly acts were committed.

Police Officer Parkinson ordered them to disperse, but they refused, and serious consequences were averted by the arrival of several marine officers, who marched the men back to quarters.

"One Piece" means that there's no soldered joint in a Krementz Collar Button to break.—Adv.

PRESIDENT BAER TALKS

Says Anthracite Miners May Be Thrown Out of Work.

Overstocking One of the Causes—Capital Cautious—Foreign Rivals Pleased with Situation Here.

Special to The New York Times.

READING, Penn., Aug. 30.—President George F. Baer of the Reading Railway talked to-day about the anthracite coal situation. Upon the subject of the shutting down of the collieries owing to overproduction, he made the significant statement that the textile strike in Philadelphia and the overstocking of the coal companies with steam coal was one factor which might operate to throw the miners out of work just as the Fall and Winter trade is opening. He said on this point:

"The problem is to get rid of the steam or smaller sizes of anthracite as rapidly as they are produced. Troubles like the textile strike in Philadelphia compel an accumulation of this class of coal, in which event it must be stored."

Mr. Baer went on to say: "This is the first Summer in years that the collieries were not closed. For this there were several reasons. Dealers have been encouraged to stock up because of their experiences during last year's strike, and because of the advantage in prices to consumers during the warm season."

He said that the plan he had inaugurated when he became President of the Reading of making a reduction of 50 cents a ton in April, and then advancing the price 10 cents a month until the figure again reached normal by Sept. 1 had worked very satisfactorily.

It had enabled the company to keep its collieries going, and for this reason the purchase of coal by domestic consumers before Fall had been encouraged all Summer. Mr. Baer thought that there had been a constant and steady demand for the domestic sizes of anthracite during his absence.

Whether there would be any necessity for closing some of the Reading Company's mines, as has been done in the Shamokin region, he could not say now. The situation during the next few weeks would alone decide what would have to be done.

Mr. Baer was next asked to give his views on the proposed construction of a railroad between Baltimore and New York by way of this city, which project is attributed in some quarters to the Goulds. A new line over the route mentioned he denominated as "absurd" and "moonshine," saying that from what he had observed of the stock market while abroad financiers were moving with extreme caution.

"Capital is not going into new railroad construction of that character at this time," he said.

"They take a more hopeful view of the trade situation in Germany than when I was abroad two years ago," he added, referring to his tour. "They are encouraged by industrial difficulties as they arise in this country, and our high prices for materials and wages. They view with satisfaction anything that has a tendency to check American enterprise. They believe that what is harmful to us will tend to their commercial supremacy."

He was informed of the experiments made on the Reading Road during his absence with the company's monster new engines, and replied:

"That is what astonishes the Europeans. They can do nothing that can compare with us in that respect. We are enabled to haul these large trains because of our recent improvements in the way of heavier rails, stronger bridges, more powerful engines, the large steel cars, &c."

Special to The New York Times.

POTTSVILLE, Penn., Aug. 30.—The production of 40,000,000 tons of anthracite coal since Jan. 1 is fully 10,000,000 tons more than the average output for those eight months in years heretofore, and is the cause of a stagnation of the coal trade which has caused the issuance of orders all through the region, curtailing the output. The Philadelphia and Reading Coal and Iron Company has issued a sweeping order closing every one of its washeries that produces small sizes, and other corporations and individual operators have followed suit.

It is estimated that there are 2,000,000 tons of small sizes now in stock, for which there is little demand. A high official said to-day:

"We are feeling the serious consequences of the strike. All of the bins were empty and we had up to Aug. 1 an unusual demand for large sizes of coal. While mining the larger sizes we were necessarily producing a great quantity of smaller sizes. Large manufactories which prior to the recent strikes used pea coal have become consumers of bituminous coal.

"The result has been we have been forced to overstock in the smaller sizes. Already many of the producers are shaving prices 15 to 20 cents per ton to make a market. The character of trade will become thoroughly demoralised unless production is restricted."

RAIN DAMAGES THE CROPS.

Mail and Traffic Delayed in Rensselaer and Washington Counties.

Special to The New York Times.

HOOSICK FALLS, N. Y., Aug. 30.—Rain, which has continued almost without ceasing since Friday night, has caused a bad condition of affairs in this section of the country. Crops, including fruit, have suffered disastrously, and farmers report serious damage generally.

Traffic has been impeded and bad roads have hindered the rural free delivery services throughout Rensselaer and Washington Counties. Washouts are also reported from various districts. The loss will be the most extensive of the Summer season, which has been the worst in years.

SAY CHECK WAS FORGED.

William Russell, Well Known in Newark, N. J., Taken into Custody.

NEWARK, N. J., Aug. 30.—William Russell of 37 Hamilton Street, who recently figured as an alleged go-between in an attempt to extort a reward from the Rev. C. C. Edwards for the return of vestments that had been stolen from Grace Church, will be arraigned in court to-morrow and charged with having passed a forged check on Benjamin Benbrooke, a coal dealer.

The check, drawn on the Fidelity Bank for $15.10 to the order of G. A. Carter and bearing the forged signature of J. M. Byrne & Co., was tendered in payment for a ton of coal which Russell ordered sent to a fictitious address. He received $9.10 in change.

It is alleged that he tried to pass similar checks on Thorne Brothers of Roseville and on Albert Horst, clerk at Smith's coal office, also in Roseville.

Gunboat Fires on Oyster Pirate.

NORFOLK, Va., Aug. 30.—In a raid on oyster pirates in the lower James River yesterday, Capt. Wynder of the State gunboat James River captured nineteen vessels. Two negroes, George Jefferson and Henry Brown, were in one of the boats. Brown jumped overboard to swim ashore. The gunboat gave chase and opened fire on the man. He stopped swimming when the shots were hitting around him, and was captured.

Take the Educational Sight-Seeing New York Week. 1,000 points of interest explained by expert lecturer. 3 hours' sail from foot 23d St. N. R. 10 A. M. and 2:30 P. M.—Adv.

ALABAMA WHITE SLAVERY.

Three Men Charged with the Oppression of a Family.

Special to The New York Times.

MONTGOMERY, Ala., Aug. 30.—Marion Prestwood, a wealthy turpentine operator of Troy; his son, Noah Prestwood, a merchant and Justice of the Peace, and Will Goodson, a bailiff, have been bound over to the United States court under bonds of $500 each on the charge of holding Robert English, an aged white man, and his family of ten children in involuntary servitude.

According to the testimony the defendant, Prestwood, had a contract with English in 1902 by which he was to furnish English and his family with rations in consideration of the family working sixty acres on shares. When the crop was nearly made Prestwood ceased to furnish rations.

The family was in destitute circumstances. Prestwood took possession of the entire crop. English undertook to get work for himself and boys in the neighborhood to support his family. One of the children was sick nigh unto death.

Prestwood tried to prevent the old man from getting work, and proceeded to have the old man and the boys arrested by making affidavit, before Noah Prestwood, charging the Englishes with burning some of his turpentine boxes.

This charge, the defendant admitted on the stand was absolutely groundless, but gave as an excuse that he had English arrested because the old man refused to help put out the fire and got mad when requested to do so.

Goodson arrested the Englishes, carried them before Noah Prestwood, the Justice, and, it is declared, they were informed that the case was not billable, and that they would have to go to jail. The justice did not place any case on the docket against the family, and the warrants were not returned to any court by the bailiff.

When the Englishes were being carried to jail they decided to accept the compromise offered by the defendant, which was that they and the whole family should work until 1906 in order to pay the damage done the turpentine or boxes, which was the amount agreed upon to be paid for the labor of English and his two boys.

The evidence showed that it was impossible for the family to live on the allowance made, and Prestwood ceased to furnish rations when one of the boys tried to get additional work in the neighborhood.

The appearance of the victims was startling. The boys did not know their ages and could not read or write. They were sallow-faced, hollow-eyed, and their lips were white, showing that they did not receive sufficient sustenance. The old father, born with age, hunchbacked and nearly blind, was a picture of destitution and despair.

AUSTRIAN GUNBOAT SUNK.

Eleven of Her Crew Saved—Nearly a Hundred May Be Drowned.

CADIZ, Aug. 30.—The Austrian gunboat Sheria has foundered off this port.

Eleven of her crew were saved by a French transatlantic steamer.

Naval records do not show an Austrian gunboat named Sheria, which name is probably a telegraphic mutilation for the Kerka, a wooden, schooner-rigged gunboat, 97 feet long and of 640 tons displacement. The Kerka had a speed of nine knots and carried two 5.9-inch guns and one 2.7-inch gun. She had a crew of 104 men.

FIRE IN YANKEE'S BUNKERS.

Discovered on Thursday, It Was Smoldering Yesterday When She Reached Newport.

NEWPORT, Aug. 30.—The flagship Yankee of the Naval Training Squadron, which is flying the flag of Rear Admiral W. C. Wise and which has been engaged in the manoeuvres off Portland, entered the harbor this morning with her midship bunker afire.

The fire was discovered Thursday morning by smoke on the gundeck. Some 300 tons of coal were removed from the top of the bunker, leaving some 300 tons. Then the fire hose was used, and since that time the fire has been smoldering.

The crew is still engaged in moving the coal from one bunker to another. The Yankee sailed from Harbor de Grace on Aug. 9, and this is some of the soft coal that was taken aboard there.

Admiral Wise will to-morrow inspect the training station and the training ship Mcdonogahela. The latter vessel will then go to League Island for repairs.

WILL GIVE ALL THAT SHE HAS.

Wealthy Florida Woman to Part with Her Property for Benefit of Missionary Alliance.

Special to The New York Times.

ATLANTA, Aug. 30.—At the session of the Christian Missionary Alliance to-day it was announced that a wealthy Florida woman had notified the alliance that she would sell all her property and devote the proceeds to erecting a home for the alliance in Atlanta. The officers refused to give her name, as they said her relatives would get an injunction to prevent her using her fortune for the purpose indicated. She is supposed to be Mrs. Finney of Gainesville, Ga.

An unusual feature of the alliance meeting to-day was the anointing of the sick. Thirty-four persons in all stages of illness, were seated on the platform, and, after prayer for their recovery, were anointed by the officers of the alliance. One drop of oil was used on the forehead of each sufferer.

ARRESTS FOR SILVER THEFTS.

Two More Boys Taken Into Custody at Wallingford.

WALLINGFORD, Conn., Aug. 30.—More arrests have been made by the officers who have been investigating the thefts of silver bullion and silverware from the International Silver Company. Two boys belonging here were taken into custody to-day in addition to one arrested last night as the sequel to the arrest earlier in the day of Joseph Pyaker, a local jeweler.

The boys now held are George La Coursiere, aged fifteen; Eugene Partridge, aged eighteen, and James Doyle, Jr., aged fourteen. All three have been employed at the factory of the silver company, on Cherry Street. In each case the charge is that of larceny.

BRYAN NOT TO TALK IN OHIO.

Cancels His Engagement to Help Tom L. Johnson This Week.

CLEVELAND, Aug. 30.—Mayor Johnson to-night received a telegram from W. J. Bryan asking that his engagements to speak during the coming week in Ohio be cancelled.

No cause was given for the cancellation. Mr. Johnson will go to the several cities at which he and Mr. Bryan were to speak and fill the engagement alone.

British Labor Party Active.

LONDON, Aug. 30.—As an outcome of the recent successes at the Parliamentary bye-elections, the labor party is organising contests for seats in Parliament at the next general election on an unprecedentedly large scale. Among others, Mr. Chamberlain's seat for West Birmingham will be contested by the prominent labor leader W. J. Davis, a strong free trader.

See New York in Comfort
Shop, visit, or tour the city in electric carriages. Swift, cool, comfortable. Drivers, competent and courteous, act as guides and know the city thoroughly. Telephone 2,530 Columbus. N. Y. Transportation Co.—Adv.

WOMAN'S SONG CHEERED CREW IN DEADLY PERIL

All Night in Yawl of Foundered Schooner Off Galilee, N. J.

Wife of the Mason's Steward Kept Heart in Comrades in Face of Death—Life Savers Assisted by C. Oliver Iselin and Associates.

The wife of a humble steward of an American schooner proved herself a heroine indeed in the early hours of yesterday morning, when, with songs of good cheer, she caused ten men, with one exception all members of the crew of the foundered schooner Henry P. Mason, to forget for the time being what appeared to be a sure and speedy death in the storm-racked waters of the Atlantic. The woman who proved so brave was Mrs. Chester Grover of Tennant's Harbor, Me., and the experiences she underwent were enough to chill the heart of the bravest man, according to the stories told by the Mason's crew and the Sandy Hook lifesavers, who so gallantly, with the assistance of C. Oliver Iselin and other members of the New York Yacht Club, effected the rescue.

There was another woman in the yawl, which at the time was tied to a fishing pound pole off Galilee, N. J., and she was almost as brave as the steward's wife. Mrs. Nicholas Marialous of 218 West One Hundred and Thirty-third Street, this city, was the second woman hero. Mrs. Marialous is a sister of Capt. A. W. Frost, the skipper of the Mason, and had with her husband embarked on the schooner for what both had expected was to be a pleasant outing.

It was about 11 o'clock yesterday when the life savers of the Sandy Hook Station received word of the plight of the Mason's crew and passengers. It was absolutely impossible for the life savers to reach the victims of the foundered schooner, and they requested the assistance of the Regatta Committee of the New York Yacht Club.

C. Oliver Iselin, managing owner of the cup defender Reliance, as soon as the facts in the case were reported to him, did not hesitate a second, and ordered the Navigator to weigh anchor and proceed as fast as possible to the scene of the wreck. Mr. Iselin accompanied the life-saving crew from the Sandy Hook Station, who, with their boat, went on the Navigator, as did also Newberry D. Thorne, and Herbert C. Leeds, who were with Mr. Iselin on the Sunbeam, the Reliance's tender, when the news of the disaster was received.

Friday afternoon the schooner Henry P. Mason, a craft of 569 tons register, sailing from Bath, Me., sailed from Perth Amboy for Portland, Me., with a cargo of 1,100 tons of red clay. Capt. A. W. Frost was the skipper in command, and with him, in addition to his complement of men, the Captain had on board Mr. and Mrs. Marialous.

The Mason was skimming along nicely, and, despite lowering cloudsand the freshening of the wind, Capt. Frost had not the slightest doubt of the ability of his ship, which had passed through uncathed so many fierce gales in her nineteen years' seafaring, to weather any kind of storm that might spring up in its track. Soon, however, the wind began to freshen at an alarming rate, and when an hour before had been only a very brisk breeze, at sundown became a regular midwinter northwester. That night and the next day the wind blew with unabated fury, while the seas that were created by it struck with herculean strength against the sides or curled over the schooner, causing her to labor heavily and driving below the skipper, crew and passengers.

When darkness fell Saturday night the gale was still blowing at a furious rate, and steadily increasing in strength, a fact that the veteran skipper noticed, and which caused him to do a lot of deep thinking. Though rolling and pitching in the mighty seas the Mason was holding her own in pretty fair shape, and Capt. Frost was still of the opinion that the stanch old boat would prove the victor in the battle with wind and sea when suddenly a tremor went through the ship, and then the skipper knew that he had struck something. What it was he did not know, but an investigation showed that whatever it was it was substantial enough to knock a hole in the craft, through which enough water poured to cause her to commence to settle in five minutes, Capt. Frost now believes that it was a submerged wreck that he ran afoul of.

THE SCHOONER ABANDONED.

After this Capt. Frost did his thinking aloud. The terrific seas were running and the winds were still howling fiercely at the rate of at least fifty miles an hour. Something had to be done, and that quickly. Capt. Frost called everybody on deck and told them what had taken place, and in a few words informed them of what was to be done. The Mason carried a twenty-four-foot yawl, and the sailors were told to get that ready for launching at a moment's notice. This was done, while the other members of the crew scurried about getting together all the oilskins that they could lay their hands on.

It was then half an hour past midnight, and the Mason by slow degrees was settling deeper and deeper, but Capt. Frost still hoped that she would stay afloat until sunrise, when he could desert her with greater safety, when suddenly the mainmast went crashing overboard, followed in a few minutes by the fore and mizzen masts. Just before the foremast went a spar of that mast was torn off by the wind and fell with a crash to the deck, missing by less than a foot the head of Mrs. Grover and one of the sailors.

There was no time to be lost then, and the skipper shouted to his men to launch the lifeboat. This was quickly accomplished, and as the crew struggle the turbulent water three of the sailors and "Jack" Smiley, the first mate, jumped in. By heroic work the four men managed to keep the boat alongside the wrecked Mason all the time, and at the same time by sheer brute strength keeping her from being crushed against the Mason's side.

In the meantime Capt. Frost and Second Mate Charles Johnson, with the assistance of the remaining members of the crew, had procured ropes, which were tied securely around the waists of Mrs. Marialous and Mrs. Grover, and with which they were lowered to the lifeboat. Then Capt. Frost, Mr. Marialous, and the rest of the crew jumped into the boat.

The women were covered with oilskins, and given a place in the middle of the boat, where they would escape as much as possible of the deluge of salt water from the huge seas that curled with incessant regularity over the frail craft, at times almost swamping it.

After drifting over an hour the lifeboat rolled up against a pole that turned out to be a big fishing pound pole, to which the fishermen attach their nets.

This the Mason's crew grabbed as a drowning man grabs a straw, and made their boat fast to it. This was about 2 o'clock, and here the boat remained until the life crew from the Navigator arrived at 4 o'clock in the afternoon. During all the intervening hours not a morsel of food nor a drop of water to drink was had by the people in the Mason's yawl. Everybody in the boat was in a pitiable condition, the men being drenched to the skin, and the women only a little better off, they being better protected owing to the gallantry of the crew, who wrapped around them four or five oilskins, retaining only a few for themselves.

A WOMAN'S HEROISM.

For the rest of the night the experiences of the occupants of the boat were of the most thrilling and awful nature. Many times in the darkness the sailors, after a great wave would curl with terrific force over their little craft, would almost give up hope and some of them went so far as to prepare for what they felt was to be certain death.

Then it was that Mrs. Grover showed the stuff she was made of. As the wind howled and the seas everywhere were breaking over the little party she began to sing. She sang the songs that the men had heard in their boyhod days; songs of good cheer, songs that were written to make men and women forget trouble or disaster, songs of hope, and her voice somehow could be heard above the roaring of the sea. The bravery of the little woman braced the drooping spirits of the men wonderfully, and at the conclusion of an extremely appropriate one would show their appreciation by cheering her despite the awfulness of their surroundings. Several times Mrs. Marialous joined in the chorus, and after the rescue Capt. Frost told a member of the Navigator's crew that had it not been for the bravery of the women during the terrible night when the winds howled with demoniacal fierceness and the seas were breaking over them so savagely, he had no doubt but that several of the men, although all of them proved themselves true mariners, would have given up all hope.

When the sun rose the mist that had obscured the view for miles out to sea lifted, and it was not long before the pitiful plight of the men and women in the yawl eight miles distant could be seen. The news of the disaster to the Mason spread like wildfire, and soon automobiles, carriages, buggies, &c., containing the fashionable cottagers of Long Branch, Normandie-by-the-Sea, and other resorts nearby came to the scene to watch the life savers attempt the rescue. They were well repaid for the journey. Time and again the onlookers shuddered as the great waves would envelop the yawl, thinking it would surely go down, but the next moment there would be a sight of relief as the water receded and the yawl was seen still above water.

Time and again the life savers tried to launch their boat, but the attempt was futile, for no boat of that size could have made the eight miles' journey necessary to reach the shipwrecked people in the little boat alongside the fishing pound pole.

Directly opposite the fish pound pole, to which was tied the yawl, are the ruins of what was once a fine cottage, and on top of this climbed a great crowd of sightseers to get a better view of the heroic life savers performing their labor of mercy.

Finally the would-be rescuers realised that it was not in human power to effect the rescue from the shore of Galilee, and it was then that Sandy Hook was notified and Mr. Iselin communicated with.

It required very little time for the Navigator to get ready, and, taking the life savers and their boat, which was of the non-sinkable kind, in tow, the journey to the scene was begun.

The big tug, which is probably the most powerful of her class in New York Harbor, made splendid progress under the circumstances, and about 1 o'clock arrived at a point about three hundred yards distant from the fishing pound pole, to which was tied the yawl.

The Navigator then stopped her engines and the men on deck payed out slack while Capt. Patterson and his life savers made their way to the pole where the shipwreck victims were.

After a hard pull, tumbling into and over big waves, some of them real seas such as hurricanes sometimes cause, the rescuers at last reached the side of the yawl. They found the occupants completely exhausted as a result of their terrible experiences, and some of them had to be lifted bodily from one boat to the other.

Mrs. Grover and Mrs. Marialous were of course the first to be transferred to the life savers' boat, and though both women were almost helpless they were gotten into the boat without much difficulty. Mrs. Grover, especially being inclined, despite the protestations of the life savers, to get in the boat unaided.

THE RESCUE ACCOMPLISHED.

When the last of the crew had been gotten into the boat Capt. Patterson signaled to the Navigator, and then Mr. Iselin, who had been on deck all the time, superintended the manipulation of the towing line, and directing the men on the tug, ordered the return to the Hook, it being out of the question to attempt to land the shipwrecked on the Navigator in the heavy sea that was running.

Accordingly the Navigator began the journey back to the Hook with the lifeboat in tow. At the Hook the rescued were transferred to the tug, which was ordered to take them to the New York Yacht Club station in the East River, at the foot of Twenty-fourth Street. As soon as the men and women of the Mason were transferred to the Navigator, everything possible for the comfort was done.

Mr. Iselin had requisitioned a maid from one of the yachts to look after the comfort of Mrs. Grover and Mrs. Marialous, while the men were taken care of by the crew of the Navigator. Hot coffee and plenty of good solid food were ready, while those of the crew who needed clothing were given spare garments by the men of the Regatta Committee boat. One poor sailor of the lost vessel who had given his oilskin to one of the women, did not have either a coat or shoes, but a pair of shoes and a warm coat were soon forthcoming for him.

Mrs. Marialous was the only member of the unfortunates who showed the effects of the terrible ordeal to any extent when she landed. Her eyes were greatly irritated as a result of the salt water that had splashed into her face, and it was said that on the way up she had swooned two or three times, although Mrs. Marialous was not inclined to admit this when seen shortly after she landed. Of her experiences Mrs. Marialous said:

"I never expect to be able to make anybody understand what I went through. Just imagine being out all night and half the next day in a little yawl and in a storm that was fierce and wicked beyond all description. Oh, how did I manage to bear up during all those awful hours! How can I tell you, except to say that I was, of course, terribly frightened, and did not know what was coming, even if I did try to be brave and save the brave sailors as much trouble as possible, for they certainly had all they could do to keep the boat above water without having to look after a scared woman. Everybody has been so very good and kind, especially the gentlemen of the yacht club and the men of the Navigator, and I don't know that I can ever repay them, while as for the brave life savers, I couldn't express my gratitude for them if I tried, and so I won't."

Mrs. Grover seemed about the happiest looking member of the twelve. She laughingly told about her narrow escape from being hit by the falling spar, and when asked to stand for her photograph, stepped forward and told the photographer to do his very worst, as she could stand anything after what she had gone through off Galilee.

NAVAL RESERVE IN STORM.

Connecticut Militia on Yacht Eltrida, Tossed About on Sound, Call Experience Frightful.

NEW HAVEN, Conn., Aug. 30.—After a hard day's battle with the storm and heavy seas on the Sound, the Naval Reserve training ship, the converted yacht Eltrida, with Gov. Abram Chamberlain on board, anchored in safety off Roton Point, near Norwalk, to-night. The Governor and most of the party left the steamer there and came by train to this city; the Governor continuing to his home in Meriden.

Members of the crew, many of whom were green hands and unused to rough weather voyaging, say the experience while pitching and tossing about in the rough water of the Sound was frightful and that it was one they do not care to repeat.

The Eltrida, with a detail of amateur tars, left the camp of the Connecticut Naval Militia at Niantic Friday night for a cruise with the Governor on board, intending to join the yacht racing fleet off Sandy Hook on Saturday. On account of the storm, however, the boat was compelled to put into Huntington, L. I.

It was during the run across the Sound to the Connecticut shore to-day that the most disagreeable features of the trip were encountered.

Heavy Smoker Dies Aged 100 Years.

WORCESTER, Mass., Aug. 30.—Thomas Lynch, aged 100 years and 3 months, is dead at Southbridge, having been in bed only three weeks. He was a heavy smoker, but a total abstainer from strong drink. He was a native of Ireland.

Every one loves pleasure. If you are looking for it, try the Hudson River Day Line.—Adv.

$8 to Buffalo and Return
via Lackawanna Railroad. Tickets good going Aug. 30 and 31, return limit Sept. 8. 425, 1,185 Broadway.—Adv.

1,000 BULGARIANS SLAIN

Disastrous Defeat of the Revolutionaries at Smilovo.

Grave News from Every Part of Macedonia — Famine Likely to Add to the Other Miseries of the People.

SALONIKA, Aug. 30.—The Bulgarian insurgents sustained a severe reverse at Smilovo on Friday, 1,000 of them being killed.

The insurgents to the number of 5,000 occupied a position on a height, which was stormed by six battalions of Turkish troops commanded by Servet Pasha. After losing 1,000 of their number the Bulgarians fled in the face of the heavy Turkish artillery fire.

The Turkish losses were insignificant.

The insurgents on capturing the town of Nevesska on Aug. 25, seized the arms and ammunition of the garrison, levied a contribution of $5,000 on the town, and then withdrew to the mountains. The Turkish troops on their arrival bombarded the town, but receiving no response they entered the place without molesting the inhabitants.

SOFIA, Aug. 30.—Dispatches received to-day from Constantinople, Salonika, Monastir, and Adrianople reveal an equally unsatisfactory condition of affairs in Macedonia.

From Salonika some reports of new risings. In Monastir the insurgents are said to be masters of the situation. Telegrams from Adrianople state that the insurgent bands are continuing their ravages.

At the moment that the Porte is asking Belgium to supply officers for the Macedonian gendarmerie the Swedish Ambassador at Constantinople has notified the Turkish Government that unless they receive their pay immediately the Swedish officers now at Uskub will leave the country.

The Daevalk says the Servian Diplomatic Agent has notified the Porte that two divisions of the Servian army have been mobilised without any hostile intention as regards Turkey, but they will be sent to the frontier to prevent Albanian incursions into Servia.

A new outbreak is reported to have occurred in the environs of Salonika, and several skirmishes have taken place between Gievgyeli and Salonika. There has also been a fight near Middjevarda, both sides losing heavily. In the district between Kastoria and Florina, south of Monastir the insurgents have destroyed all the fortified residences of the wealthy Beys.

According to the Daevalk, the hadjis (teachers attached to mosques) in the vallyret of Kesovo are preaching that the time for a holy war has come, and that the people must be ready to kill the Christians in the vallyrye.

The total strength of the bands in the vallyret of Adrianople is estimated at 6,000 men. The insurgents have blown up the barracks at Ghioktepe, near Malkotornovo, killing forty soldiers. They also attacked and set fire to the Turkish camps

correspondent. Artillery fire in several directions can be heard from the railway.

WANT SERVIA TO INTERVENE.

BELGRADE, Aug. 30.—A crowd of thousands of people gathered in the Theatre Square this afternoon and demonstrated in sympathy with the Macedonians.

Several well-known politicians spoke. They condemned Turkish misrule, appealed to the Servians to assist the Macedonians in their struggle for freedom, and declared that Servia, Bulgaria, and Montenegro ought to occupy and rebuild the Turkish Empire.

The meeting adopted a resolution calling on the Government to intervene on behalf of the Macedonians.

Reports are in circulation here that the Monastery of St. Prochov, on the Servian frontier, was attacked last night and entirely demolished by Turks and Albanians.

GEN. GARIBALDI'S POSITION.

ROME, Aug. 30.—Gen. Ricciotti Garibaldi, who fought on the side of Greece against Turkey in 1897, has been interviewed regarding the rumor that Greece will support Turkey against the Macedonians. He said he did not find it strange that Greece and Turkey should unite in suppressing the Macedonian insurrection.

"I myself," he continued, "have urged Greece to come to an agreement with Turkey before Russian Pan-Slavism or Austrian Pan-Germanism gains the mastery over all the Eastern Adriatic coast. Greece, Albania, and Italy have only one road to safety, and that is a full and cordial agreement with Turkey. Boris Sarafof asked my advice in organizing the Macedonian insurrection, complaining that I was unfavorable to it. I answered that I could not approve it because the insurrection was based on the hope of Austro-Russian intervention, which if it came about would be in the interests of those two countries.

"My plan is the independence of Albania under Italian protection with an understanding with Greece, while at the same time I would appeal to Europe for Macedonian independence, renouncing all idea of Austro-Russian intervention. If my programme is accepted I will appeal to the Italian people, convinced that in twenty-four hours 50,000 volunteers would follow me to the other side of the Adriatic. I am in hope that the Italian Government would not prevent my carrying out this project, but if it did I would renounce Italian citizenship."

MONARCHS' VISITS TO AUSTRIA.

King Edward Arrives in Vienna Today—Political Significance Found in His Journey.

London Times—New York Times Special Cablegram.

LONDON, Aug. 31.—While all the Vienna papers unite in welcoming King Edward's approaching visit, says The Times's correspondent in the Austrian capital, nearly all find political significance in its coincidence with the Balkan trouble, in the settlement of which they hope for Great Britain's co-operation.

The Neue Freie Presse takes occasion to observe that the intervention of the Christian powers in one form or another is only a question of time. It refers to the visit of the King of Roumania to Emperor Francis Joseph at Ischl, to the Kaiser's approaching visit to Hungary, and to the Czar's expected arrival in Vienna, saying that the European concert is assembling round the venerable Emperor of Austria.

The Zeit says that the Russian demonstration in the Black Sea struck a heavy blow at the Austro-Russian understanding, adding that the more threadbare the relationship of Austria and Russia the more firmly must Austria hold on to Great Britain.

King Edward is to arrive at Vienna at 5 o'clock this afternoon. A guard of honor will be drawn up at the station, under the command of Lieut. Field Marshal the Archduke Leopold Salvator, and the Commandant of the City of Vienna, Lieut. Field Marshal Ritter von Engel. The officers attached to the person of his Majesty during his stay are Colonel Count Clary and Captain of the Life Guards Baron von Beichtolsheim. Col. von Bahnay, Commander of King Edward's (Roemisch) Hussar Regiment, and Prince Dietrichstein, aide de camp to the Emperor. These will meet the King at Gmunden.

GREEK ATTITUDE DENOUNCED.

M. Leroy-Beaulieu Says It Is More Repulsive Than Turkey's Tyranny.

London Times—New York Times Special Cablegram.

LONDON, Aug. 31.—The Paris correspondent of The Times says Anatole Leroy-Beaulieu publishes in the European a scathing criticism of the attitude of Greece toward the Macedonian crisis, which, he says, is more repulsive than Turkey's tyranny.

The Greeks, says M. Leroy-Beaulieu, have by word if not by deed sided with the oppressors of the Christians, saying that the latter are the true culprits. They have not asked where the responsibility lay, but have considered only the interests of Hellenism, which apparently require that the Turks should remain the masters even if the Christians be exterminated. That is how the oppressed of yesterday practice "La Grande Politique" in the presence of the oppressed of to-day. Reasons of state must come before considerations of humanity.

M. Leroy-Beaulieu goes on to say that "whatever our appreciation of the services and glory of the Greeks, we cannot tolerate their proud disdain of the Slav or the barbarous races," adding:

"I pray forgiveness from the gods of Greece, but there is one thing we place higher than Hellenism, namely, humanity."

DEMAND AUSTRIAN WARSHIPS.

London Times—New York Times Special Cablegram.

LONDON, Aug. 31.—The Times's special correspondent at Salonika says an Austrian deputation has decided to call on the Austrian Consul to announce that if he fails to insist on the presence of Austrian warships at Salonika a petition will be sent to the Government at Vienna direct.

FERDINAND RETURNS TO SOFIA.

BUDAPEST, Aug. 30.—Prince Ferdinand of Bulgaria arrived here to-day and proceeded to Sofia.

"Insult to Austria" Explained.

CONSTANTINOPLE, Aug. 30.—It appears that the report by the Austrian Consul at Uskub that a detachment of troops discharged their rifles at the Austrian Consulate there arose from the simple circumstance that a party of Albanian reservists on leaving Uskub Station in a train fired in the air as is their custom on joining the colors, and the Austrian Consulate happens to be close to the station.

CAUSE POLITICAL DISPUTE.

London Times—New York Times Special Cablegram.

LONDON, Aug. 31.—The Cape Town correspondent of The Times says the Progressive watch with amused interest the development of the quarrel between Sir Bond and its once pliant instrument, Premier Spring. They cannot allow their party to be identified again with the Spring Ministry, but they are prepared to tolerate it while it does not offend the canons of patriotism and loyalty, and, of course it is far preferable in their view to a Ministry actively manipulating the elections in the Bond interest.

MR. LEISHMAN ASKS RECALL OF WARSHIPS?

It Is Said He Does Not Wish Them to Go to Beirut.

The Brooklyn and San Francisco Sail from Genoa, and Will Only Be Recalled if the President Orders It.

LONDON, Aug. 31.—A dispatch from Constantinople, dated Aug. 29, to the Exchange Telegraph Company says it is understood that after an interview with the Foreign Minister, Tewfik Pasha, United States Minister Leishman requested Washington to recall the United States European squadron, which has been ordered to Beirut.

The Turkish Embassy in London, in a statement issued to the press, declares the reports of the murder of Vice Consul Magelssen at Beirut to be "absolutely false."

GENOA, Aug. 30.—The United States cruisers Brooklyn and San Francisco sailed at 12:25 P. M. to-day for Port Said, where they expect to find instructions indicating their future movements.

CONSTANTINOPLE, Aug. 30.—Since the representations made by United States Minister Leishman regarding the attempt on the life of Vice Consul Magelssen, the authorities at Beirut are displaying marked activity in their efforts to find the culprit.

Special to The New York Times.

WASHINGTON, Aug. 30.—No dispatches were received to-day at the State Department from Minister Leishman. The fact that nothing was heard from Constantinople is regarded as indicating that the situation has not materially changed in the disturbed districts.

Other than advices from Admiral Cotton announcing his departure with the cruisers Brooklyn and San Francisco for Beirut, there were no developments in the Turkish situation to-day so far as Washington is concerned.

The order to Admiral Cotton to proceed to Beirut will not be canceled, it is authoritatively stated to-night, unless the President so directs.

It was announced in the papers of this morning that Chekib Bey, the Turkish Minister, would reach Washington to-day for conference with Secretary Hay, but the Minister did not call on the Secretary and inquiry has failed to locate him in this city. It was also reported that representatives of the Board of American Missions would call on Secretary Hay to-day, but no one representing the board put in an appearance. It is probable that neither the Minister nor the representatives of the American Board intended to call on the Secretary to-day. There seems to be nothing in the situation as urgent as to require a Sunday conference. Chekib Bey is evidently expected in Washington, as letters and telegrams addressed to him in care of the State Department were received during the day. It is very likely that he will make his appearance at the State Department to-morrow.

Minister Chekib occupies a singular position as the representative of his Government. He was appointed nearly two years ago, but his credentials were never forwarded from Constantinople, and therefore he has not been formally received by the President. On the official diplomatic list published by the State Department Chekib Bey is described as "appointed Envoy Extraordinary and Minister Plenipotentiary," and has quasi recognition as Turkey's diplomatic representative, but as a matter of fact he has not been accredited.

The situation grew out of the complications which arose several years ago over the burning of the schoolhouses and other property of American residents at Harput and Marash, and the murder of Frank Lenz, an American who was making a bicycle tour in Asiatic Turkey. Oscar S. Straus was then United States Minister at Constantinople, and he became persona non grata with the Sultan in consequence of which he returned to the United States and remained here for a long time, the Government declining to supersede him. In the meantime the Turkish Minister at Washington, Moustapha Bey, returned to Turkey, and in this way diplomatic relations were practically suspended for a period.

The contention between the two Governments was finally settled, Turkey agreeing to pay $60,000 to indemnify the missionaries for the destruction of property at Harput and Marash, of which sum $7,500 was paid to the widow of Lenz. Following the settlement, Mr. Leishman succeeded Mr. Straus as Minister to Turkey, having been appointed in December, 1901. The appointment of Chekib Bey was made about the same time, but as previously explained his credentials were never forwarded. The existing troubles will probably induce the Sultan to supply the usual credentials to his representative at Washington, that he may properly appear before the Department of State and the President.

With the departure of the cruisers Brooklyn and San Francisco for Beirut this morning, as announced by Admiral Cotton to the Navy Department, the entire European Squadron is now on its way to the Turkish seaport, the gunboat Machias having left Genoa yesterday. The cruisers are much faster than the gunboat, and Admiral Cotton cabled that he expected they would reach Beirut by Friday.

THE PORTE'S EXPLANATION.

It Says a Wedding Party's Feu de Joie Was Undesignedly Directed Against Mr. Magelssen.

London Times—New York Times Special Cablegram.

LONDON, Aug. 31.—The Sofia correspondent of The Times gives the Porte's explanation of the reported attack on United States Vice Consul Magelssen at Beirut.

The Porte declares that a wedding party merely indulging in a feu de joie undesignedly directed it against the Vice Consul.

Similarly, in the case of the Albanian recruits' fusillade against the Austrian Consulate at Uskub, it is explained that the incident was a mere escapade, devoid of special significance, the Albanians being prone to such exuberant displays of martial ardor.

By The Associated Press.

CONSTANTINOPLE, Aug. 30.—It appears that the report by the Austrian Consul at Uskub that a detachment of troops discharged their rifles at the Austrian Consulate there from the simple circumstance that a party of Albanian reservists on leaving Uskub Station in a train fired in the air as is their custom on joining the colors, and the Austrian Consulate happens to be close to the station.

Since the representation made by United States Minister Leishman regarding the attempt on the life of Vice Consul Magelssen, the authorities at Beirut are displaying marked activity in their efforts to find the culprit.

CHINESE REFORMER A SUICIDE.

Shoots Himself in Honolulu Owing to Expulsion from College in China.

HONOLULU, Aug. 30.—Charles Ahi, a prominent member of the Bow-Wong Society, committed suicide to-day by shooting himself through the head. He had recently returned from China. Persecution there on account of his reform record caused him to come to Honolulu.

He was expelled from college in China and was despondent over his inability to remain there.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night to 12 o'clock Sunday night.)

2:10 A. M.—214 Delancey Street; Hyman Rabinowitz; damage trifling.

3:30 A. M.—206 East One Hundred and Twelfth Street; Frank Catoral; damage, $25.

5:35 A. M.—2 East One Hundred and Fifteenth Street; Daniel Hershberg; damage, $25.

10:25 A. M.—179 Bowery; J. Schreyer; damage trifling.

1:17 P. M.—279 and 280 West Broadway; Khedivial Company; damage, $1,000.

3:05 P. M.—331 East Thirty-seventh Street; H. Nelson; damage, $10.

7:35 P. M.—306 Greenwich Street; owner's name not given; damage trifling.

8:10 P. M.—316 East Fifty-second Street; owner's name not given; damage, $5.

CAUGHT IN SLOANE HOME.

Officers Find Man Ransacking Fifth Avenue Residence.

Gustave Allicker, thirty-four years old, was locked up in the East Sixty-seventh Street Police Station yesterday afternoon, charged with attempting to rob the residence of William Sloane, 565 Fifth Avenue. Allicker was caught while ransacking a room on the top floor by a detective and policeman.

The prisoner, according to the officers, confessed he had served a term recently in an Ohio penitentiary. When searched at the station house a number of articles of small silver were found in the man's pockets.

The police say that in the house there is over $10,000 worth of silverware without a guard, as Mr. Sloane and his family, with all of his servants, are at Lenox. A private watchman patrols the block.

Shortly after 3 o'clock yesterday afternoon a woman told Policeman Devine that she had seen a man going up a thirty-five-foot ladder leading to a scaffolding over the conservatory of the residence of George W. Collard at 564 Fifth Avenue, which adjoins the residence of the Sloane family and forms the corner of Fifth Avenue and Seventieth Street.

The Collard residence is also closed, the family being at Newport. The exterior stonework is in the hands of trimmers, who have erected scaffolding around the house at three different heights, connected by ladders. It was up these ladders that the woman saw a man climbing and informed the policeman.

Devin saw Detective Devlin coming down Fifth Avenue. Devlin joined the policeman, who signaled to him. They went up the ladders until they were on a level with the rear top story windows of the Sloane residence and Collard house.

Leaving the policeman on guard, Devlin climbed into the Sloane residence through an open window. He searched the rear rooms on the top floor and found every bureau drawer had been emptied on the floor. He moved to the door of the front room, which stood ajar.

Opening it, he saw Allicker bending down over a desk. Devlin crept on the prisoner engrossed in his work that he did not hear the detective, and submitted at the point of a pistol. Devlin marched his man out of the window and down the ladders, with Policeman Devine in advance.

The neighborhood is one that could be easily burglarized, in the daytime without much danger of interruption, as most of the families who occupy the residences in the neighborhood are away for the Summer.

YELLOW FEVER IN MEXICO.

Mexican Central Division Tied Up by Quarantine — Texas Authorities Active.

Special to The New York Times.

AUSTIN, Texas, Aug. 30.—The Mexican Government has ordered a temporary suspension of all traffic on the Gulf Division of the Mexican Central Railway between Monterey and the Port of Tampico, a distance of several hundred miles, on account of the yellow fever epidemic which exists at nearly all the towns touched by that portion of the road.

The quarantine which the Texas Health Department last evening inaugurated against Tampico is being rigidly enforced at all border points. Many refugees from Monterey were turned back to-day by State quarantine officers at Eagle Pass and Laredo.

The United States troops located at the border posts of Fort McIntosh, Fort Ringgold, and Fort Brown have been instructed to exercise every possible precaution to prevent the spread of the disease to those places.

A general cleaning up is in progress in all Texas border towns. The Mexican Railroad of Mexico and the Mexican International will suffer heavy losses on account of the quarantine against Monterey.

ICE STOPPED THE THETIS.

Revenue Cutter Unable to Reach Point Barrow with Supplies.

Special to The New York Times.

SEATTLE, Aug. 30.—The revenue cutter Thetis failed in the effort to reach Point Barrow this Summer with mail and supplies for the missions and whaling stations at the most northerly point of Alaska.

The Thetis arrived at St. Michael July 14, but lay there until Aug. 1 waiting her Senator Dietrich of Nebraska, whom she was to take to Nome. She reached Nome Aug. 2 and the day following started on the trip northward.

At Icy Cape, nearly 1,000 miles from Nome and about 200 miles from the Government Rescue Mission, where the mail is left, she encountered the solid ice pack. The Thetis hugged the shore in the hope that the shifting winds might open the way, but in that she was disappointed and turned back.

The mail was left to be taken by Esquimo canoes or whalers, but it will be months before it gets there.

OLD SHOE THROWS CAR DRIVER.

Jolt Tosses Him Over His Dashboard, and He Is Severely Injured.

As the result of an unusual accident Joseph Cullen, forty years old, of 406 East Twentieth Street, was run over and seriously injured in front of 620 East Seventeenth Street last night by Car 56 of the Avenue C line, which he had been driving.

The car was running east on Seventeenth Street. In front of 620 an old shoe was lying on the track, and when the car struck it there was a sudden jolt, which sent Cullen flying over the dashboard. He fell to the south, and landed with his legs across the track. The dashboard struck his left arm, fracturing it, and the front wheel on the south side of the car passed over both legs.

He was removed to Bellevue Hospital in an ambulance.

RUNAWAY GIRLS SCALE A WALL.

One, After Attempt at Suicide, Was a Police Mystery for a Time.

Mamie Ganley, eighteen years old, and Lillian Gillen, seventeen, escaped from the Ossanam Home in Brooklyn yesterday afternoon during recreation time, and up to an early hour this morning had not been captured. Both were committed to the home several weeks ago by Magistrate Furlong in the Gates Avenue Court.

About three weeks ago the Ganley girl attempted to kill herself by swallowing a bottleful of turpentine in Tompkins Park. An officer happened along, and the next day she was committed to the Ossanam Home. She persistently refused to divulge her name or where she lived, but it was found out later.

The girls escaped from the institution by climbing out of the chapel window, letting themselves into the yard, then climbing over a wall fourteen feet high.

Annual Austro-Hungarian Festival.

The Austro-Hungarian National Festival Society held their fourth annual gathering yesterday at Suiser's Harlem River Park, at One Hundred and Twenty-seventh Street and Third Avenue. The festival was for the benefit of indigent and destitute people of both nationalities, and several thousand dollars were realized. Many of the women were in national costume, and about 3,000 persons attended the picnic. There were also about twenty societies on hand, and a feature of the entertainment was their singing.

Carlists Welcome King Alfonso.

MADRID, Aug. 30.—King Alfonso, accompanied by the Prince and Princess of the Asturias, left San Sebastian yesterday on a provincial tour. The first stop was made at Estella, Province of Navarra, the former Carlist capital, where the King visited the scene of the battle with the Carlists, in which the Marquis de Duero, the commander of the Liberal Army, was killed. Everywhere the peasants, who are noted for their Carlist sympathies, gave the royal party the warmest welcome. In many cases kneeling as the cavalcade passed. For several hours the journey was made on horseback and in carriages across the Basque and Navarra Highlands, and the loyalty displayed on the route is held to be a proof that Carlism is almost dead.

Now It's John Jameson Irish Whiskey Everywhere.
W. A. Taylor & Co., Agts., 25 B'way, N. Y.

ROCK ISLAND'S ALLIANCE

Said to Have Agreed with Santa Fe on Texas Traffic.

Object Is to Defeat Plans of the Texas Railway Commission—Agreement May Be Rejected.

Special to The New York Times.

DALLAS, Texas, Aug. 30.—The Texas Railroad Commission has been informed that the Rock Island Company, in order to thwart the commission in its efforts to make it furnish its secret agreement with the Southern Pacific Company, and in order to reach the Gulf at Galveston, has made a trackage agreement with the Santa Fé lines in Texas. An official copy of this new agreement will probably be given to the commission.

It is known that the agreement extends to the Santa Fé's Texas lines, and that the Rock Island will be thereby afforded an entrance into Galveston over the Santa Fé instead of using the tracks of the Galveston, Houston and Northern, a Southern Pacific property, as was originally contemplated.

The action of the Railroad Commission in declining to sanction the trackage contracts entered into by the Rock Island with the North and South lines of the Southern Pacific is said to have led to this arrangement.

While definite advices have not been made public on that particular feature, it is understood that the alliance between the Rock Island and the Santa Fé also applies to the Southern Kansas and the Pecos Valley system, both of which are Santa Fé properties. If this be true the Rock Island is enabled to obtain direct connection from the north with its Choctaw line, a point near Washburn, Texas, and with the Texas and Pacific at Pecos.

Keen interest is felt in railroad, commercial, and political circles to see what attitude the State Railroad Commission will take when the new agreement shall come before it. Should the commission reject it an interesting situation will be produced.

ALLEGED RAILWAY FRAUD.

Stockholder of Ohio Corporation Declare Officers Have Acted Improperly.

LIMA, Ohio, Aug. 30.—Walter Toy, a local stockholder, yesterday secured an injunction restraining the Directors of the Toledo, Columbus, Springfield and Cincinnati Electric Railway Company from holding a stockholders' meeting on Sept. 7, and was further granted a hearing for a receiver on next Friday.

The petition of plaintiff alleges that President Ellis Bartholomew and the Directors have conspired to transfer right of way and franchises to another company, and have fraudulently placed to their credit, without consideration, large blocks of stock and bonds.

The company is incorporated for $10,000,000, most of which stock has been sold.

New Grain Elevator on Lake Superior.

Special to The New York Times.

DULUTH, Minn., Aug. 30.—The Canadian Northern Road is building at its Lake Superior terminus a grain elevator and storage warehouse, to have a capacity of 3,000,000 bushels. The elevator proper will be wood and steel, with as much fireproofing as possible, and the storagehouse will be tile, absolutely without any wood. The buildings will be completed in the coming Winter. Shipments will be made therefrom next Spring. These will make grain storage at Canadian Lake Superior shipping ports about 15,000,000 bushels.

INTERNAL COMMERCE REPORT.

Satisfactory Conditions Shown by Commerce Department Statistics for July.

Special to The New York Times.

WASHINGTON, Aug. 30.—Internal commerce conditions throughout the United States as reflected by the July report of the Department of Commerce and Labor, through its Bureau of Statistics, are quite satisfactory. Receipts of live stock at five markets this year to the end of July amounted to 17,754,847 head. Last year 17,223,004 head were reported to the corresponding date and 18,989,368 head in 1901.

The stats of the provision market, as indicated by stocks on hand at the five cities on July 31, is significant of lowering prices. On that date, in 1901, there were 297,803,345 pounds of cut meats reported on hand. In 1902 the corresponding reserve was 200,880,087 pounds, compared with 202,436,440 pounds in 1903.

Backwardness of the season is reflected in the figures of wheat receipts during July, the first month of the new crop year. At the four Winter wheat markets of Kansas City, St. Louis, Toledo, and Detroit 11,844,168 bushels were received in July, 1901, as compared with 11,693,067 bushels in July, 1902.

Trade on the Great Lakes between domestic ports to the end of July has exceeded the quantity of freight handled to that date in 1902 by 1,000,000 tons. In July, 1901, there were exported 7,004,685 net tons of freight against 7,582,943 net tons in 1902 and 7,846,410 net tons in 1903.

Grain receipts at the North Atlantic seaboard to July 31, last year, were 111,686,280 bushels, compared with 148,489,240 bushels this year.

Receipts at New York for seven months ending July were 56,626,630 bushels in 1902 and 71,419,469 bushels in 1903; at Boston, 15,617,823 bushels in 1902, compared with 18,032,087 bushels in 1903; at Philadelphia, 19,149,404 bushels in 1902, in contrast with 27,031,072 bushels in 1903; at Baltimore, 29,000,582 bushels in 1902 and 30,387,813 bushels in 1903.

At the Atlantic seaboard the coastwise coal movement for the first six months of the year credited New York with 9,815,191 tons shipped to coastwise destinations; Philadelphia, 2,748,854 tons; Baltimore, 902,224 tons; Newport News, 666,256 tons; Norfolk, 970,454 tons. The total shipments during June from these five ports were 5,147,506 tons, and for six months ending June, 14,745,887 tons. Receipts at Boston for seven months ending July, 1902, were 2,463,047 tons, compared with 2,566,900 tons for the same period in 1903.

Receipts of cotton at United States ports to July 31, being eleven months of the cotton crop year, were 7,340,438 bales in 1901, compared with 7,542,264 bales last year and 7,807,900 bales this year, of which 4,000,016 bales were received at Gulf ports. The exhausted condition of the supply in first hands is indicated by the receipt of only 28,253 bales at United States ports in July, compared with 67,221 bales in 1902 and 173,527 bales in 1901.

The extraordinary rise in price to a scarcity level has, among other things, caused the shipping to New Orleans of 2,400 bales of cotton during July from New York, 7,000 bales from Boston, and 2,700 bales of American cotton from Bremen, Germany.

New York State canals to July 31 carried 1,662,846 tons, compared with 1,339,628 tons last season and 1,497,128 tons in the preceding season.

Anthracite coal shipments reached an aggregate of 87,260,447 tons in the past seven months in contrast with 51,134,706 tons in 1901, shipments having been practically suspended on account of the strike in the Summer of 1902.

JAMES BUTLER CHOICE GROCERIES

STORES EVERYWHERE 116 RETAIL BRANCHES.

JAMES BUTLER CHOICE GROCERIES

Potatoes, Basket, 11c

The best of the season's crop of prime Long Island Potatoes—and only the best—our shippers rejecting any stock offered that is not up to the standard of prime.

For Monday, Tuesday and Wednesday the sale of Condensed Milk is continued, and many other specially attractive items are in this list.

Tomatoes. Fancy Marylands, solid pack, red ripe, 3 cans..... 25c

Condensed Milk. Butler's Brand, 3 cans.....20c. Liberty Brand, 3 cans.....25c

Soap. 7 cakes Butler's Borax Soap and 3 squares French Blue..... 25c

Ammonia—Concentrated or Violet, bottle..... 10c
Ammonia—Extra strength, large bottle..... 5c
Borax—Best quality Powdered Borax, ½-lb. pkge..... 3c
Chloride of Lime, in zinc cans, patent top..... 5c
Clothes Pins—100 for..... 9c
Scrub Brushes—Best made, two sizes, 25c. and..... 10c
MacLaren's Imperial Cheese, club size, jar..... 9c
Enamelline Stove Polish, 2 boxes..... 5c

Blue Ribbon Baking Powder—An absolutely pure cream of tartar powder, lb. can, 35c., ½-lb. can, 18c., ¼-lb. can..... 10c
Lemon and Vanilla Extract, Eagle brand, 2 bottles..... 9c
Black Pepper, fresh ground, ½-lb. can..... 8c
English Mustard, very fine quality, ½-lb. can..... 10c
Witch Hazel, bottle..... 12c
Blue Ribbon Scouring Soap, cake..... 5c
Clonewall Washing Powder—The best cleanser, 4-lb. pkge., 15c.; lb. pkge., 5c.; 6-oz. pkge..... 2c

Salmon—Precious Brand, blood-red Alaska, 2 cans..... 25c
Ice Cream Salt, large bag..... 10c
Shredded Wheat or Blue Ribbon Breakfast Food—Package..... 10c

Teas and Coffees.
Best No. 1 Tea, all kinds 3 lbs., $1.60; 2 lbs., $1; lb..... 35c
Choice No. 2 Tea, Mixed English Breakfast and Oolong, 5 lbs., $1.10; 3 lbs., 70c.; lb..... 25c
Best Mocha and Java Coffee, lb..... 25c
Very Best Santos, lb..... 18c

Flour. Pride of St. Louis, best milled; bag 24½ lbs. 58c

Fairy Soap. White, oval, floating, 3 cakes..... 10c

Lemons. Fancy large Messinas, dozen..... 12c

JAMES BUTLER CHOICE GROCERIES

Sweet Potatoes. Fancy Virginias, basket, 19c

Apples. Choice large Jerseys, basket, 18c

JAMES BUTLER CHOICE GROCERIES

This Shield on the Box WELSBACH CO. WELSBACH QUALITY

The new Yusea mantle is manufactured under a new formula and from a new fabric. It is the best mantle in the world and its price is 35 cents.

All Dealers.

The Welsbach Store 1133 Broadway 25

SOLID SILK Cravats

not good because of their advertising, but advertised because of their goodness. The scarf flatters its price. At all smart shops.

LOUIS AVERBACH, Maker. 842, 844, 846 BROADWAY.

A light refreshment for special occasions

WELCHS GRAPE JUICE.

Serve it plain, ice cold, or try this: To a quart of lemonade, rather sweet, add one tumbler of Welch's Grape Juice.

Do not think all grape juice is the same—get Welch's. Welch Grape Juice Co., Westfield, N. Y.

Sickness on a Lightship.

While passing the Northeast End Light Vessel No. 44, moored off the coast of New Jersey twenty-two miles east of Cape May, the Old Dominion Line steamer Monroe, from Newport News and Norfolk, which arrived here yesterday evening, was signaled by the crew of the light vessel, who reported that there was sickness aboard. They requested that the fact and word that they wanted relief be reported to the Inspector of the Fourth Lighthouse District at Philadelphia.

Tracing Boston Defaulter in Mexico.

BOSTON, Aug. 30.—A dispatch was received to-day by Chief Inspector Watts from United States Ambassador Clayton, at the City of Mexico, in relation to the report that Willard S. Allen, the defaulting Treasurer of the Preachers' Aid Society of the Methodist Episcopal Church, had been seen in that city last Sunday. Ambassador Clayton said he had no personal knowledge that Allen had been there, although he had heard the report. The telegram also said that the Ambassador would co-operate in every way with the authorities to find Allen.

Condition of Hans S. Beattie.

MOUNT VERNON, N. Y., Aug. 30.—The condition of Hans S. Beattie, who was injured yesterday by a fall from a trolley car, remains almost unchanged, and at the Mount Vernon Hospital his chances of recovery are considered poor. Dr. Arthur E. Strong says he has not been conscious since his injury. His skull is fractured. Mr. Beattie's wife and two sons are with him.

H. O'Neill & Co.

An Extraordinary Offering of
Fine Black Silks
at Less Than Cost to Manufacture.

Surely extraordinary when you realize that the weaves represented in this sale are the very latest and every one of them, according to expert predictions, certain to be much in demand this fall. The assortment comprises Plain Silks, Taffetas, Peau de Soie, Peau de Cygne, Satin Duchesse, Gros Grain, Armures and all the newest weaves in fancy effects.

Note These Representative Values:

BLACK TAFFETA, extra heavy; well worth 49c. per yard; special at..... 45c.
IMPORTED BLACK TAFFETA, extra heavy, beautiful finish, wear guaranteed, worth 79c. per yard; special at..... 55c.
27-inch BLACK TAFFETA, a splendid value for 85c. per yard; special at..... 69c.
36-inch BLACK TAFFETA, "wear guaranteed" woven on edge; real value $1.39 per yard; special at..... 98c.
36-inch BLACK PEAU DE SOIE, double face, all pure silk, actual value 85c. per yard; special at..... 59c.
27-inch BLACK PEAU DE SOIE, a quality usually marked $1.10 per yard; special at..... 75c.
BLACK PEAU DE CYGNE, all pure silk, beautiful soft finish, usually 75c. per yard; special at..... 55c.
21-inch PEAU DE CYGNE, sold as a rule at 89c. per yard; special at..... 69c.
(First F oor.)

First Glimpses of the
New Fall Dress Goods

And Some Special Values Well Worthy Your Attention.

French, German, English and American productions are being daily unfolded in the Dress Goods Department and we invite your attention to some of the more important arrivals up to date.

KILMARNOCK TWILL—This is an excellent suiting and a cloth we recommend because of its strikingly stylish appearance and its excellent wearing qualities—the price is, per yard } $1.39
KNICKERBOCKER MIXED SUITING—54 inches wide, certain to be an extremely popular tailor suiting—it is shown in all the best colorings—the price is, per yard..... } $1.25

And the Following Specials:

SICILIAN MOHAIR (the best English make) in black and blue, formerly 89c. per yard; at, per yard, to close..... } 69c.
BLACK EMPRESS CLOTH, all wool, 44 inches wide—a handsome weave and a fast black and will have the appearance of far more expensive goods when made up, value 89c. per yard; at per yard } 69c.
(Special Tables, First Floor.)

Sixth Avenue, 20th to 21st Street.

KENT'S ROTARY KNIFE CLEANING MACHINES.
100,000 in use in European hotels & families
LEWIS & CONGER
140 and 142 West 42d Street, and 136 West Forty-first St., New York.

REYNOLD'S GOUT Specific
Gouty Rheumatism, if in the first stages of the paroxysm they have recourse to this remedy; then, a single dose is often sufficient.
E. FOUGERA & CO., 90 and 92 Fulton St., N. Y.

SIR THOMAS WANTED SPEED, NOT BEAUTY

"I Have a Beautiful Boat—You Can Have Her for a Song."

Little Chance of Race To-day—Disappointed Cup Hunter Tells Where Britain is Behindhand.

"The wind over the international yacht course to-day, according to the Weather Bureau's special forecast, will be brisk to high and mostly northeast, with cloudy and possibly rainy weather."

Prospects for a race to-day between Reliance and Shamrock III. are not inviting. The northeast gale, which prevented them from going out Saturday, continued yesterday with unabated vigor. The sea was forced up on the Jersey coast in tremendous waves. Torrents of rain were driven in great sheets across the little bay by the terrific force of the gale. The two Sandy Hook pilot boats, hardiest of seafarers, hurried in behind the Hook for refuge. A score of steam craft lay at anchor, afraid to venture out into the storm with their passengers and freight.

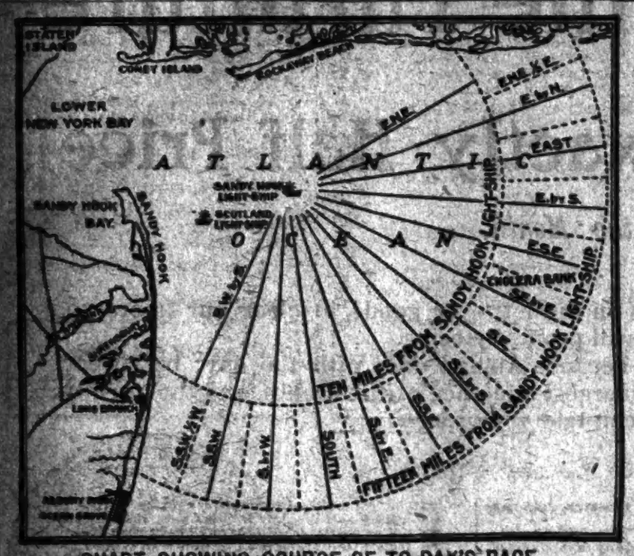

CHART SHOWING COURSE OF TO-DAY'S RACE.

The chart shows the possible directions in which the course can be laid from the Sandy Hook Lightship, the starting point of the races. The lightship is about eight nautical miles, east half south, from the point of the Hook. To-day's race will be over a straight-away course, fifteen knots, or nautical miles, from the lightship, and return. The direction of the course will be determined by the direction of the wind. If possible the course will be laid to windward, but if the wind be from the west it must be laid to leeward. The radial lines show the points of the compass, the continuous lines indicating the full points, and the broken lines the half points. For example, take the continuous line marked East; the broken line immediately above indicates east, half north, while the broken line immediately below indicates east, half south. There are also intermediate or quarter points, but these are not indicated. The circular lines, as shown by the lettering, mark the distance from the lightship.

On account of the draught of the yachts the course cannot be laid north of east-northeast half east, nor west of south-southwest half west. The most northerly course would take the yachts to a point close to the Long Island shore, a mile or two east of Long Beach. The most westerly course, on the other hand, would take them close to the Jersey coast, nearly opposite Asbury Park. Any other course would take them along or between two of the intermediate radial lines.

If Shamrock III. wins to-day, the next and fourth race will be over a triangular course of ten knots to a side, the yachts will not go beyond the inner circular line, but the course, if to the eastward, may be laid half a point further north, or if to the southward, half a point further west than the fifteen-knot course. It must be borne in mind that a knot or nautical mile is 800 feet longer than a statute mile.

Reliance and Shamrock III. with their anchors out, and Shamrock I. with her topmast housed, tossed uneasily at their moorings.

Sir Thomas Lipton was stormbound on the Erin yesterday. When the press boat reached Sandy Hook after a stormy passage down the bay through the mist and rain, and the reporters boarded the steam yacht, he said that he was glad to have somebody to talk to. The newspaper men were equally glad to be talked to. Trade, politics, and finance were jumbled up in the conversation that ensued, but first of all came Shamrock III. Somebody mentioned that she was a pretty boat.

SIR THOMAS'S SOUND REASONING.

"Pretty, yes," responded the disappointed cup hunter. "But if I wanted a battleship would I say to the builder, 'Never mind the speed or the guns, but make me a pretty battleship?' No. I would tell him to build me a battleship that would beat anything afloat. When I order a yacht I don't care what she is going to look like. I want her to sail fast, fast enough to beat your boat, here."

"I don't want a yacht to enter her in a beauty show. Here I have the most beautiful yacht in the world, and you can have her for a song."

Sir Thomas, having had enough of art, drifted to international trade and finance.

"Our people are too old-fashioned," he said. "The old men think that they can learn nothing from the young. Our manufacturers do not take into consideration the progress that you Americans are making. That is why the United States and Germany are getting ahead of her in the markets of the world. That is why her export trade is decreasing. In Egypt, and Capt. Webster here, who was there with Lord Kitchener, will bear me out, English and American firms are practically the same amount to build a bridge. The English firm says, 'We will build it in nine months.' The American firm says, 'We will do it in three months, and gets the contract.

"I am as loyal a Britisher as ever lived, but you've got in a state of decay as compared with the greatest Nation on earth."

His disappointment in Shamrock III. was equaled only by his admiration of New York.

"It is a central station for everything," he said. "Right here you can find out everything about anything. All information about every subject is here right at hand. In London you ask for information about a certain import or export, and they say, 'Now, you can find out more about that at Birmingham or Manchester.' Here they have it all.

"For example, in our country one big steamship line runs to Liverpool, another to Glasgow, another to Southampton, and so on. All these lines run into New York. Everything is right here.

"In London, too, there are the classes. The rich live by themselves. Here the millionaire who has a mansion on Fifth Avenue comes down town every day and mingles with the crowd. They all pull together on the same rope, and for the good of the country. Then you have the feeling here that one man is as good as another."

A cable came to Sir Thomas on Saturday from London, in which one Horatio Bottomley, well known in the British capital, offered to guarantee the expenses for a series of five races here, in which the crew of Shamrock III. should sail on Reliance and vice versa.

"I understand that Mr. Iselin does not favor the idea," said Sir Thomas, "so what could I do? I am willing, however, to do anything in the interest of sport, but I don't imagine that my crew would like to be shifted around.

RELIANCE'S CREW COMMENDED.

"I never saw a smarter crew in the world than Reliance's, but my men do their very best. On the morning of the last race I went aboard Shamrock III. and spoke to the Captain and crew, and told them that win or lose I knew that they would do their best, and if the best couldn't go they could not help it. They have done their best, and who can do more?"

Somebody asked Sir Thomas if he thought that it was a great disadvantage for a challenger to be obliged to cross the ocean.

"There are two points," he said, "and one is the extra expense. The other is the time. It takes two weeks to get a yacht over, and then she has to be tuned up, and another week or more to put her in fighting trim, and all that time is out of her trials. I don't think that the yacht crossing the ocean has to be made any stronger, for the hulls, which are constructed to stand the strain of 14,000 or 15,000 feet of canvas, can stand any strain the sea puts upon them.

"The New York Yacht Club, if they wished to enforce the strict letter of the law, could prevent me from towing my boat one foot on the voyage over. I have last evening notifying those who were to be guests of Sir Thomas's decision.

"A portion of Sir Thomas's telegram to Mr. Davies was as follows:

Will you kindly advise all of my guests who intended coming to-morrow that the sea is very rough and it is practically certain that the outlook for to-morrow is equally bad. I think it quite possible that to-morrow's race will be sailed in a heavy sea, and in view of that fact I do not think it advisable for any of my guests to come aboard the Erin. Kindly ask permission, though, and I think that they have been very generous in the matter. I have no doubt but that, should I ask it, they would allow me to bring a boat across on the deck of a steamship."

Sir Thomas was asked if he had ever thought of challenging with a schooner.

"No," he replied quickly, "I wouldn't do that for the sake of my Staten Island friend. Mrs. Bergner had a son when Shamrock I. came over, a daughter when Shamrock II. came, and another son when Shamrock III. arrived. Mr. Bergner writes to say that he hopes I will take the cup home, but if I must come back, 'for Heaven's sake not to bring a schooner.' A schooner doubtless would be a healthier type, and there would be greater safety for the crew, but in that even more than in cutters I believe that you are our superiors."

The rainy-day talk was wound up by Sir Thomas with praise of Reliance's sails.

"Where could you get any better sails than those made by Herreshoff and worn by Reliance? You don't have to go to Ratsey for sails."

Sir Thomas yesterday afternoon sent a telegram to H. Mier Davies, his personal representative, asking him to attend to the cancellation of all invitations extending the hospitality of Sir Thomas aboard the Erin to-day. Sir Thomas's reason, as expressed in the telegram, was that the weather outlook was threatening, and the deduction made by all who saw the message was that he did not think a race would be sailed. Mr. Davies received the telegram at the Waldorf-Astoria, and he was busy advising those that the Pitcher will not leave to-morrow.

The William Fletcher, which has been used by Sir Thomas to transport his guests to the Erin on race days, was to have sailed from Pier A North River.

Mr. Davies received a number of Sir Thomas's guests at the Waldorf yesterday, and he made all acquainted with the telegram. Commenting on the telegram, Mr. Davies said:

"Sir Thomas is always on the alert in seeing that his guests have good care. I recall one day last week, when the sea was running high, when he sent me a telegram. He told me to tell the ladies that the sea was rough and that if they had any fear of the sea not to come. In view of the fact that Sir Thomas asked that the invitations for to-morrow be canceled, I think it probable that he does not anticipate any race to-morrow, as I know he would want his guests present at the last race. Of course Sir Thomas does not want to supersede the Regatta Committee, but I'm almost sure that the committee will respect his wishes and call off the race."

Two days after the final race a dinner will be given at the Waldorf-Astoria by the Pilgrims, an organization of American and English international sportsmen.

Sir Thomas last night expressed himself forcibly on the allegations that Designer Fife and Capt. Wringe were in bitter controversy over the cause of the defeat of the Shamrock III.

"I want to say," said Sir Thomas, "that I am absolutely disgusted with the continual repetition of the story that I have criticised Mr. Fife and that Mr. Fife and Wringe are at loggerheads. I want to say distinctly and forcibly that I have never criticised Mr. Fife. I had Mr. Fife build me a boat. He built me a beautiful, and I think a fast, boat. He put in her his best endeavor, and I have never questioned his loyalty and his ability. It is not his fault that Mr. Herreshoff built a better one for these waters. It is not his fault that the wizard of yacht building is in this country and wizard he is, too, the stories of Mr. Fife's having any controversy with Capt. Wringe are without foundation. Capt. Wringe has sailed Shamrock III. in the same manner as Mr. Fife built it—to the best of his ability. I have no fault to find with him."

Col. J. Neill and J. C. Wilson, guests of Sir Thomas on the Erin, were cruising in one of the Erin's launches in the Shrewsbury River yesterday afternoon, when the engine broke down, and they drifted for an hour and a half before being picked up by another launch and towed to the Erin. The accident was caused by suddenly reversing the engine to rescue one of the Erin's Irish terriers which had fallen overboard.

Shortly after midnight this morning the wind at Sandy Hook was from east-northeast, blowing twenty miles an hour. There was a heavy surf running, but it was not quite so bad as at the same time Saturday. The mist had cleared, and it was possible to see for a distance of fourteen miles off shore. In these conditions, and with a possible decrease of the wind's velocity after sunrise, there is a fair prospect that the yachts may be able to race to-day.

FRIENDSHIP'S CLUB REGATTA.

The Friendship Boat Club made another attempt yesterday to finish its regatta, though the weather was more unfavorable than on Saturday, and the water rougher. Still with these drawbacks the rowing was lively and interesting, and the many members and guests present appeared to enjoy the sport.

The special feature of the programme, the eight-oared barge race, with women as passengers, was postponed for two weeks owing to the rain. On the same day a special six match will be decided between J. J. Quigley and T. Tarchow, for a gold medal presented by William Hart, President of the club. The distance will be about three-quarters of a mile.

E. Maher of the Wyanoke Boat Club was referee of the races yesterday, with George Pearce of the Nonpareils, starter; S. Kramer of the Lone Stars, timer, and H. Walters of the Dauntless and W. J. Hurley, ex-member of the Friendships, judges at the finish.

Summaries:

Single Gigs for Novices.—Won by P. J. Quigley, William McClung second.

Single Gigs, Handicap.—Won by Harry Lahr, (2 seconds;) R. Dangler, (6 seconds,) second; William Bartles, (6 second,) third.

Double Gigs.—Won by R. Dangler, stroke, and A. G. McKenna, bow; H. Born, stroke, and H. Lahr, bow, second.

Pair-Oared Gigs.—Won by W. McClung, stroke; G. C. Allison, bow, and T. Speck, coxswain; G. Trojay, stroke; T. Scantell, bow, and J. H. McCallum, coxswain, second; C. D. Allison, bow; J. Jardow, stroke, and A. C. McKenna, coxswain, third.

Four-Oared Gigs.—Won by C. D. Allison, stroke; H. Lahr, bow; Bertles, J. C. Allison, bow, and H. Hart, coxswain; J. C. Cosgrove, stroke; A. C. McKenna, J. Jardow, W. McClung, bow, and F. A. Kerner, coxswain, second; C. Aubert, bow; H. Born, P. J. Quigley, R. Dangler, bow, and T. Speck, coxswain, third.

TURF WINNERS OF 1903

The Hampton Stable Heads the List with $71,915 Earned.

W. C. Whitney's Stable is Second with $66,015—Futurity Gave Sidney Paget Third Place.

The result of the race for the Futurity on Saturday made but one marked change in the relative positions of the leading racing stables on the list of the season's winners, for, contrary to custom, the winning of the richest single stake of the year, this season does not mean that the stable victorious in the Futurity leads the winning owners of the Eastern turf. With the value of the great event of Saturday, $36,300, added to the earlier earnings of the Sydney Paget establishment, however, the Paget stable takes a place well forward on the list, and so close up on the leaders that it is within the possibilities that before the end of the racing year Sydney Paget in his first season on the turf, with the stable of his own assembling, will hold first place.

Even with the good fortune to capture the Futurity, the Paget stable is two places removed from the leading position on the winning list, the Hampton Stable, owned by C. F. Dwyer and Sim Delmel, now holding first place, while W. C. Whitney is second. The Hampton Stable's winnings for the year amount to the impressive total of $71,915, of which a trifle more than 90 per cent. was earned by the great three-year-old Africander, the largest individual winner of 1903, and a colt that seems destined to take a place in turf history as the equal of the best that the American turf has ever produced. The fact that Mr. Whitney's colt Leonidas was second for the Futurity and thus earned $4,250, the second horse's share of the stakes, just saved the millionaire turfman's claim to second place, for the winnings of Leonidas in that race brought the total of the Whitney winnings up to $66,015, while the first money in the same stake made the total earnings for the year of the Paget horses $63,005. The fourth stable on the list is that of J. B. Haggin, with a total of $61,405, as both the Paget and the Haggin horses are trained by A. J. Joyner, that trainer had a considerable lead among the trainers, his closest competitor being John W. Rogers, trainer for W. C. Whitney, who also trains the horses of the Westbury Stable, owned by H. P. Whitney and H. E. Duryea, winners of $41,200.

The racing at Saratoga made a marked increase in the total of the earnings of the horses of the combined stables of J. R. and F. P. Keene, who held a rather obscure position on the list of winners until after the Saratoga meeting, from which the stable returned with a total of $59,990 earned this season, thus holding fifth place. The next largest winners of the year in the order that they are rated on the list, are August Belmont, with $51,650 to his credit; the Westbury Stable, with $41,200; E. E. Thomas, with $38,830; the Gouchecroix Stable, with $35,720; Frank Farrell, with $34,990; S. S. Brown, with $34,890; J. E. Madden, with $33,015; R. T. Wilson, Jr., with $32,100; Alex Shields, with $29,680. Capt. Daly, with $26,630. Both the Mexican Stable and the stable of M. Murphy have passed the $20,000 mark as winners, while stables that have earned more than $10,000 in the present season in flat racing are those of Louis Fleischmann, Fred Gebhard, J. H. Zeigler, W. J. Schefftel, W. Schorr, N. Bennington, and Pierre Lorillard. The partnership formed between Alex Shields and E. R. Thomas put the horses of two important stables and big winners in one establishment, and the combined earnings of the two for the year amount to a sum but a little behind the amount credited to the Hampton Stable, first on the list.

Among the owners of steeplechasers and hurdle race horses J. W. Colt has a commanding lead, with a total of $28,025 to his credit, won by the horses trained by Gwynne Tompkins, that stable having captured nearly all the important cross-country events of the year, in addition to picking up several flat events with the stout performer Duoro. Second on the list of winners with jumping horses is Thomas Hitchcock, Jr., with a total of $12,840. The other large winners at cross-country racing are P. A. Clarke, with $7,050 to his credit, and "Mr. Chamblett," with $7,000 as the sum of his horses earnings.

BROOKLYN SPEEDWAY DOINGS.

Prospective Matches and New Horses Hold the Attention of Reinsmen.

The men who make the Brooklyn Speedway interesting from a racing point of view seem to be much concerned over a pair of pacers that has just come into possession of L. R. Acker. Although horses of undoubted merit on the track, neither has shown any conspicuous merit on the Speedway as yet.

The newcomers are Pinta, a seal brown mare, with a record of 2:08¼, and Miss Ines, brown mare, with a record of 2:12¼, made on July 4.

In addition to J. P. Rogers as starting judge, Brooklyn will be represented at the meeting of the harness racers this week at New City, Rockland County, N. Y., by a number of good horses, prominent among them being Edward Enula's trotter, Fred See, that made a record of 2:20¾ at Huntington last week, and Wilson Reed's four-year-old black pacing mare Nettie Direct, by the former pacing champion Direct, dam Nettie P., 2:22¾, and Molly Bawn, black trotter, full sister to Nettie Direct. Starter Rogers says the entry list is unusually large, and he predicts a record-breaking meeting.

Neither Martin Sinnott nor Lew Acker shows a disposition to call off the long-pending match between Capt. Allen's pacer Brown Velvet, that Acker will drive, and the bay pacing gelding Walter K., formerly known as Perhaps. On the other hand both Sinnott and Acker are more anxious than ever for the meeting, and each is full of confidence that he cannot lose. If the Speedway is in any kind of racing shape on next Sunday morning the horses will be sent a mile on their first half-mile brush at 9 o'clock and the winner of the best two in three heats will be entitled to the stakes.

The Road Drivers' Association of Brooklyn is preparing plans for a Fall meeting at the Parkville Driving Park. It will be held the latter part of September. Capt. Daly, of thoroughbred fame, won the first race for the cup last Spring with his speedy trotter Cadet, and if he wins at the coming meeting the trophy will become his personal property. If he should be defeated, however, the two winners will trot a special race for the prize. When Daly captured the first leg the conditions were half-mile heats, but the next struggle will be one-mile heats, best two in three.

Friends of F. T. Bedford, the Brooklyn horseman, ridiculed the story that he intends to hitch his fast trotters—York Boy, 2:08¾; Bemay, 2:12¾, and Unmasked, 2:11¼—abreast and have them go against the three-horse record of 2:14, held by C. J. Hamlin's Belle Hamlin, Globe and Justine.

Entries for Sheepshead Bay Races.

FIRST RACE.—For all ages, special weights, with allowances; six furlongs. Gay Boy and Caseville, 127 pounds; King Royer, 122; Stidell, Hummels, and Olympian, 120 each; Watry, 117; Irene Lindsay, Wealth and Leonora Loring, 115 each; Sir Voorhies and Canajoharie, 111 each; Ocean Tide, 102, and San Rimo, 95.

SECOND RACE.—Handicap for three-year-olds and upward; one mile and a furlong. Dunstar, 126 pounds; Major Daingerfield, 120; Hunter Raine, 117; Duke of Kendal, 113; Himself, 106; Lord Badge and Satire, 100 each.

THIRD RACE.—The Autumn Maiden Stakes for two-year-old maidens at time of entry, July 15, special weights with penalties, last five furlongs of the Futurity course. Ormonde's Right and Tippecanoe, 119 pounds each; Amirad and Memories, 116 each; Redman, Orthodox, Midshipman, Raider, and Juvenal Maxim, 115 each, and Kosmobo, Responsive, October Flower, Marmee, Monson, and Hortensia, 113 each.

FOURTH RACE.—The Flying Handicap, for three-year-olds; six furlongs on the main course. Realistic, 128 pounds; High Chancellor, Ada Nay, and River Pirate, 118 each; Shot Gun, 119; Glodia, 108; Ingold and Parisienne, 107 each; Tam o' Shanter, 106; Wild Thyme, 102, and Adios, 100.

FIFTH RACE.—For fillies two years old; penalties and allowances; last five furlongs of the Futurity course. Iahiana, 124 pounds; Lida Lieb, Mimosa, Palette, and Thistle Heather, 114 each, and Ruby Hampton, Quotoma, Thermalade, Jack Bells, French Mistress, Armenia, Lady Mirthful, Fine Art, Inquisitive Girl, and Gamestress, 109 each.

SIXTH RACE.—For three-year-olds and upward; selling allowances; scale from $4,000 down to $1,000; one mile and a sixteenth on the turf course. Setauket, 120 pounds; The Rhymer, 110; Conundrum, 108; Flora and Carroll D., 106 each; Birch Broom, 104; Daisy Green and Florham Queen, 100 each; Lord Thrive and Hackensack, 97 each, and Nuit Blanche, 91. Apprentice allowance of five pounds each claimed for Carroll D., Lord Turvo, The Rhymer, Nuit Blanche, Setauket, Daisy Green, and Hackensack.

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W. W. ATTERBURY, General Manager. J. R. WOOD, Passenger Traffic Mgr. GEO. W. BOYD, Gen. Pass. Agent.

BASEBALL PLAN DECLINED

Minor Leagues Refuse to Accept the New National Agreement.

National Association Representatives Meet in This City and Remain in Session All Day.

At a special meeting, held in the Victoria Hotel, here, yesterday, the representatives of the minor professional baseball leagues, which compose the National Association, decided not to accept or subscribe to the new National agreement signed by the National League and American League Presidents at Buffalo last week. The minor leagues are dissatisfied with many sections of the new agreement, and they decided not to accept any measure which will not give them the privilege of equal representation with the two major leagues in all baseball councils.

All the leagues in the National Association were represented at yesterday's meeting, which began in the afternoon and ended at midnight. President P. T. Powers presided, and at the conclusion of the lengthy session Secretary Farrell announced that it was the sense of the members present to adhere to the terms of a resolution adopted at the annual meeting of the National Association, held here last October. This is known as the Lucas resolution, and reads as follows:

Resolved, That in the event of a joint invitation being extended to the National Association at any future time to confer with the Board of Directors of the American League and the National League, in the interest of a tripartite agreement, the National Board of the National Association shall preserve to the National Association its present form of government and its individual organization, corporate and intact.

Resolved, That these instructions are hereby declared to be mandatory and compulsory.

The meeting unanimously decided not to subscribe to the National agreement, as formulated at Buffalo, and authorized the committee to present the agreement in an amended form to the Buffalo commission. Secretary Farrell would not say what amendments were made to the agreement, as he considered it would not be proper to do so until the commission has looked it over.

President Pulliam of the National League, who was present when Secretary Farrell announced the fact that the agreement did not find favor with the minor leagues, said he could not say anything regarding the matter in view of the fact that he had not been officially apprised of it. It is well understood, however, that President Johnson of the American League will not hear any other form of agreement than the one formulated and signed by himself and President Pulliam at Buffalo last Wednesday.

YESTERDAY'S BASEBALL GAMES

In the National League pennant race Chicago gained a few points on the New York team yesterday by defeating the Cincinnati players in a very close game, and now are only four points behind McGraw's men, who still hold second place. The only other game played resulted in a shut-out for St. Louis, Pittsburg winning by the score of 3 to 0.

New York and Detroit remain tied for fourth position in the American League championship struggle, as the Detroit team broke even with the Chicagos in a double header yesterday, while the Cleveland players avenged their defeat of Saturday at St. Louis by taking both games of a double header yesterday.

Following are the scores of the games in the National and American Leagues, respectively:

Pittsburg, 3; St. Louis, 0.
Chicago, 3; Cincinnati, 2.
Cleveland, 7; St. Louis, 4.
Cleveland, 10; St. Louis, 1, (24 game.)
Detroit, 3; Chicago, 2.
Chicago, 9; Detroit, 2, (24 game.)

NATIONAL LEAGUE.

ST. LOUIS, Aug. 30.—Pittsburg defeated St. Louis in a snappy game here to-day. Pitcher Doheny of the Pittsburg team was in rare form, and allowed the local team only six hits. A pretty running stop by Ritchey was the feature of the game. At tendance—5,800. Score by innings:

	R.	H.	E.
St. Louis	0	6	2
Pittsburg	3	6	1

Batteries—Brown and O'Neill; Doheny and Phelps.

CHICAGO, 3; CINCINNATI, 2.

CHICAGO, Aug. 30.—After ten innings of close and almost perfect play, in which the locals outbatted Cincinnati three to one, Chicago won, 3 to 2. The second game was called on account of rain, after the visitors had been retired in their half of the third inning, the score standing 8 to 2 in their favor. Attendance, 11,400. Score by innings:

	R.	H.	E.
Chicago	3	14	1
Cincinnati	2	5	1

Batteries—Taylor and Kling; Ewing and Foltz.

National League Standing.

	W.	L.	P.C.		W.	L.	P.C.
Pittsburg	70	37	.654	Brooklyn	58	49	.496
New York	66	46	.589	Boston	46	61	.430
Chicago	66	46	.589	St. Louis	38	71	.350
Cincinnati	60	50	.545	Philadelphia	33	69	.327

Games Scheduled for To-day.

Philadelphia in New York. (2 games.)
Boston in Brooklyn. (2 games.)
Pittsburg in St. Louis.
Cincinnati in Chicago.

AMERICAN LEAGUE.

CHICAGO, Aug. 30.—Chicago and Detroit each took one game in a double-header played under threatening skies before a small crowd at the South Side grounds this afternoon. A bad error by Green in the seventh inning, allowing two runs, gave Detroit the first game. He made up for this in the second game, however, by bringing in three runs with two doubles and a single in four times at bat. All four pitchers were in form, particularly Mullen, who administered ten strike-outs during the opening game. Rain stopped the last contest at the end of the seventh inning. Attendance, 3,000. Score by innings:

	R.	H.	E.
Chicago	3	6	0
Detroit	2	5	0

Batteries—Fisherty and Slattery; Mullen and Buelow.

SECOND GAME.

	R.	H.	E.
Chicago	9	12	0
Detroit	2	8	2

Batteries—White and Slattery; Kitson and Buelow.

CLEVELAND WON TWO GAMES.

ST. LOUIS, Aug. 30.—Cleveland took both games of a double-header from St. Louis this afternoon, the first by 7 to 4 and the second by 10 to 1. Joss did the pitching in the first game against Stevens, and Donahue against Sudhoff in the second. St. Louis did some very poor fielding. Attendance, 20,800. Scores by innings:

	R.	H.	E.
St. Louis	7	11	4
Cleveland	4	7	1

Batteries—Stevens and Sugden; Joss and Abbott.

SECOND GAME.

	R.	H.	E.
St. Louis	1	4	4
Cleveland	10	10	0

$30 COLORADO AND RETURN
Daily from Chicago to Denver, Colorado Springs and Pueblo, via the Chicago & North-Western and Union Pacific Railways.
Correspondingly low rates from all points.
One Night to Denver
from Chicago and the Central States, two nights from the Atlantic Seaboard via the Colorado Special, leaving Chicago 6.30 p. m. daily; buffet smoking and library car, dining car, free reclining chair cars and drawing-room sleeping cars through to Denver. A second fast train leaves 11.30 p. m., with additional service of Pullman tourist sleeping cars daily, Chicago to Denver, only $2.50 double berth.
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THE MODERN HOUSEWIFE
Knows that She Can
Always Place
RELIANCE
on the
GAS STOVE

Batteries—Sudhoff and Sugden; Donahue, Abbott, and Bemis.

American League Standing.

	W.	L.	P.C.		W.	L.	P.C.
Boston	77	39	.645	New York	55	52	.505
Cleveland	63	48	.568	St. Louis	50	59	.459
Philadelphia	60	51	.541	Chicago	51	61	.455
Detroit	55	54	.505	Washington	35	74	.321

Games Scheduled for To-day.

New York in Philadelphia.
Boston in Washington.
Cleveland in St. Louis.

American Association Games.

Columbus, 4; St. Paul, 0.
Louisville, 2; Milwaukee, 1. Second game forfeited to Louisville, 9 to 0.
Toledo, 3; Minneapolis, 7. Toledo, 13; Minneapolis, 0. (second game.)
Indianapolis, 6; Kansas City, 9.

Waddell Signed by Athletics.

For some days past it was said that Manager McGraw of the New York National League baseball team in his hunt for new players had endeavored to secure the services of "Rube" Waddell, the pitcher whose eccentricities as well as his cleverness have made him famous in the baseball world. A few days ago a dispatch from Cleveland, Ohio, announced that Manager Mack of the Philadelphia American League team, had released Waddell permanently, but this was denied on good authority by a prominent baseball man from Philadelphia, who was at the Victoria Hotel here last night.

"Waddell will not come to New York," said he, "for the very good reason that he was signed for next season by the Philadelphia American League Club officials yesterday. Waddell promised President Shibe and Manager Mack that he would not be guilty of any more untoward acts of insubordination, and they drew up a contract and he signed it right off. Waddell has received his salary in full for this season from the Philadelphia Athletics, and he has been excused from his obligations to the club for the remainder of the season. He will go to St. Louis next week to take part in the rehearsals for a play in which he is to appear during the coming theatrical season.

Asthma and Hay Fever Cured.
The truly marvelous cures of Asthma, which are being effected by Dr. Schiffmann's Asthma Cure certainly call for notice.
Rev. G. L. Taylor of Washburn, Ill., says: "Some 7 years ago my wife used several packages of your Asthma Cure, which resulted in a permanent cure."
A Hay Fever sufferer writes: "I have been a sufferer from Hay Fever for over 20 years, and it seemed harder every year. The first night I used your Asthma Cure I was greatly relieved. It cured my cough after using a few times. I shall recommend it to all sufferers of Hay Fever."
Mrs. Martha Emerson, Laingsburg, Mich.
Sold by all druggists at 50c and $1.00. Send 2c stamp to Dr. R. Schiffmann, Box 895, St. Paul, Minn., for a free trial package.

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Performances of the great masters preserved for all time
DIFFERING from the ordinary Pianola, the Metrostyle not only enables anyone to play the piano with perfect technique, but also shows note by note, phrase by phrase, how the composition should be interpreted.
This interpretation guide, while simple enough to be easily followed, literally even by children, still allows absolute freedom for each player to exercise individuality in playing the composition.
The value of these recorded interpretations is manifest, and when it is understood that, as far as possible, they are indicated by the composers, themselves or by such great masters of the piano as Paderewski, Bauer, Paur and Hofmann, the full significance of the value of the Metrostyle becomes apparent.
In view of the unparalleled nature of the services of the Metrostyle Pianola in thus preserving for all time the interpretations of great musicians, and in enabling everyone to play the piano and profit by a study of these interpretations, its influence on the future of music must be pronounced and the period of its almost universal adoption in the home but a matter of time.
Cost of Pianola, $250. Pianola with Metrostyle, $300
Purchasable by monthly payments if desired
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Aeolian Hall, 362 Fifth Ave.
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Whether upon vacation voyages or at social dinners or fetes, no champagne is comparable with Pommery
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For Summer Days—for All Purposes—The Only Safe and Perfect Milk.
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Inspection of buildings invited.
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The new table delicacy that everybody loves. A wholesome, clean, pure syrup, good for every home use. Sold in air-tight tins which keeps its goodness free from dirt and dust, no comparison with common syrup. 10c, 25c and 50c. At grocers.
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Catalogues ready morning of sale. Free. Buyers will always find a large and interesting lot to select from.
Those desiring to sell can make entries at our office up to 5 P. M. the day before the sale.

SPORTING EVENTS.

BASEBALL, Polo Grounds To-day, 3 o'clock. Rec. 2 P.M. Philadelphia vs New York.

THE TURF.

CONEY ISLAND JOCKEY CLUB
RACING AT SHEEPSHEAD BAY.
Aug. 29 to Sept. 12, 2:30 P. M. Rain or shine.
20 DAY—AUTUMN MAIDEN STEEPLE-CHASE—HANDICAP and 3 other Races.
Reserve Seats $1.50. Admission $1. Take Sea Beach Express from Brooklyn Bridge, 9, 10, 11 A. M., 12:14, 12:40, (1:00 Parlor Car Train) 1:10, 1:40, 2:10, 2:40, 3:10. Take Ferry foot Whitehall St., N. Y., 11 A. M. and Broadway, 30 minutes connecting at 39th Street, Brooklyn with Brooklyn Heights Trolley direct to Gate. Fare, 10 cents. Ample accommodations returning by this route, 35 minutes by trolley. Rapid transit from Manhattan (Long Island side.) Brides trains via Kings County and Brighton Beach Road, also Flatbush Avenue Surface Line via Brighton Beach Road every 10 minutes. From Broadway, Williamsburg, take Ocean Av. cars to Concourse by Lagoon.
GRAND STAND, $2.00. FIELD STAND, $1.00

Store Opens at 8:30 A. M. and Closes at 5 P. M. — Closes Saturday at Noon

Last Day of the August Furniture Sale

Another Stirring Offering Of Fine Furniture At Exactly Half Price!

Today's Furniture Attractions Are Not Only the Most Decisive Under-Values of the Month, but They Present an Exceptionally Broad Variety of High-Class Pieces

The aftermath of the greatest August Furniture Sale we ever knew offers rich gleaning for ambitious housekeepers.

This Sale has been notable for the high character of the Furniture offered. And only lavish buying prepared us for the demand that has increased so much over that of previous years.

The Sale has grown greater and greater because people have learned that the economies offered are real, and the furniture the best that can be bought anywhere at any time.

Today we are willing to accept losses on the left-over goods, to clear our floors completely for the new stocks that September will promptly bring.

But today ends the sale. Not only because August ends with the day; but because these startling reductions should bring the largest audience of the month, and the furniture will be claimed as fast as expert salesmen can take the orders.

Will you share it or miss it?

Here is part of the news in detail:

$4.75, from $9.50—Mahogany wood seat Colonial Chair.
$11, from $22—Imitation mahogany Arm Chair, upholstered.
$10, from $22—Green cedar Morris Chair.
$4.75, from $9.50—Mahogany wood seat Colonial Rocker.
$20, from $40—Golden oak House Desk.
$22.50, from $45—Mahogany Art Nouveau Music Cabinet.
$12.50, from $25—Reed Settee, red enamel.
$17.50, from $35—Golden oak Sideboard.
$22.50, from $45—Imitation mahogany China Cabinet.
$25, from $50—Mahogany Music Cabinet.
$75, from $150—Gold Parlor Cabinet.
$42.50, from $85—Weathered oak Antique Cabinet.
$82.50, from $165—Mahogany Bookcase, Dutch Marquetry.
$80, from $160—Mahogany Chippendale Sideboard.
$49, from $98—Green oak China Cabinet and Sideboard.
$76, from $150—Mahogany Colonial Sideboard.
$100, from $200—Vernis-Martin Music Cabinet.

$11, from $22—Maple Toilet Table.
$37.50, from $75—Mahogany Chiffonnier.
$31, from $62—Mahogany Toilet Table.
$75, from $150—Venetian Hall Bench, walnut.
$12.50, from $25—Oak Hall Chair.
$6.50, from $13—Weathered oak Chair.
$8.50, from $17—Weathered oak Arm Chair.
$12, from $24—Golden oak Toilet Table.
$45, from $90—Mahogany Bureau.
$27.50, from $55—Mahogany Toilet Table.
$150, from $300—Mahogany Parlor Cabinet.
$42.50, from $85—Golden oak China Cabinet.
$16.50, from $33—Golden oak Toilet Table.
$57.50, from $115—Flemish oak Bedroom Suite; two pieces.
$42.50, from $85—Gold curio Cabinet.
$62.50, from $125—Mahogany Sheraton Writing Desk.
$35, from $70—Mahogany Toilet Table.
$7.50, from $15—Weathered oak Chair.
$98.75, from $197.50—Inlaid Italian Hall Bench.
$16.50, from $33—Mahogany Toilet Table.
$37.50, from $175—Gold Parlor Cabinet.
$16.50, from $33—Golden oak Toilet Table.
$45, from $90—Mahogany Wardrobe.

$82.50, from $165—Weathered oak Antique Cabinet.
$20, from $40—Mahogany Toilet Table.
$100, from $200—Men's mahogany inlaid Chiffonnier.
$15, from $30—Mahogany Hall Chair.
$22.50, from $45—Mahogany Hall Table.
$15, from $30—Mahogany full-sized Bedstead.
$4.50, from $9—Weathered oak Book-shelf.
$16, from $32—Hand-painted Screen.
$9.25 from $18.50—Mahogany Chair.
$62.50, from $125—Teakwood Parlor Table.
$50, from $100 Mahogany Toilet Table.
$26.25, from $52.50—Mahogany Toilet Table.
$137.50, from $275—Gold Parlor Cabinet.
$20, from $40—Parlor Chair in damask.
$67.50, from $135—Gold Sofa, silk damask.
$16.50, from $33—Upholstered Piano Bench, damask.
$20, from $55—Sheraton Window Seat, damask.
$12.50, from $26—Upholstered Piano Bench, damask.
$55, from $110—Gold Fireside Chair, satin damask.
$85, from $170—Three-piece Gold Parlor Suite; damask.
$150, from $350—Three-piece Gold Parlor Suite, tapestry.
$30, from $60—Mahogany Arm Chair, upholstered.

$38.50, from $77—Fireside Chair, tapestry, gold base and legs.
$50, from $100—Mahogany Hall Chair, denim seat.
$37.50, from $75 Imitation mahogany Sofa, damask.
$115, from $230—Mahogany Library Suite, three pieces, embossed velour.
$25, from $50—Gold Piano Bench, damask.
$44, from $88—Gold Sofa, damask.
$67.50, from $135—Red embossed velour Library Suite, three pieces.
$85, from $170—Flemish Library Suite, two pieces; denim.
$37.50, from $75—Overstuffed Sofa, embossed velour.
$45, from $90—Mahogany Sofa, tapestry.
$11.75, from $23.50—Reed Settee, white enamel.
$11, from $22—Green reed Settee.
$7.50, from $15—Reed Arm Chair, oak color.
$13, from $26—Weathered cedar Settee.
$6.75, from $13.50—Mahogany Arm Chair, rush seat.
$17.50, from $35—Upholstered Piano Bench, damask seat.
$9.75, from $19.50—Reed Settee, green enamel.
$50, from $115—Imitation mahogany high-back cane Settee.

$16.50, from $33—Green reed magazine Settee.
$5, from $6—Mahogany Dining Chair, leather seat.
$5.25, from $10.50—Mahogany Chair, rush seat.
$8, from $16—Mahogany box seat Hall Chair.
$40, from $80—Gold Arm Chair, damask.
$75, from $150—Gold Parlor Cabinet, mirror top.
$55, from $110—Three-piece overstuffed Parlor Suite, damask.
$125, from $250—Two-piece Library Suite, mahogany tapestry.
$5.50, from $11—Oak wood seat Rocker.
$28, from $56—Gold Arm Chair, damask.
$95, from $60—Gold Parlor Chair, damask.
$10, from $20—Red reed Settee.
$16.50, from $33—Mahogany Hall Chair, decorated.
$42.50, from $85—Gold Sofa, muslin cover.
$5, from $10—Gilt Piano Bench, damask.
$11.50, from $23—Reed Chair and Table combined.
$9.25, from $18.50—Mahogany Dining Chair, leather seat.
$12.50, from $25—Red reed Settee.
$210, from $420—Five piece Gold center piece.

Fourth floor.

Twenty-five Thousand Yards Of Fine Silks

Two groups at half price, one a third under-price, the fourth a quarter to a third below the real value. And these are exactly such silks as are wanted right now for the making of fall waists and dresses—excellent in qualities, styles and colorings, and fully a hundred varieties to choose from.

Fancy Corded Silks, at 30c; worth 65c

Forty-five styles and colorings of neat Corded Silks, in choice light and medium colors with white or black stripes and hand-printed, tiny black dots. A fine variety of excellent styles.

Striped and Checked Silks, at 50c; worth $1

Light and medium color Striped Silks with broche figures. Also white ground Twill Silks with black checks and dots.

Dotted and Striped Silks, at 65c; worth $1

Thirty-five good styles of neat polka-dots and fancy Striped Silks, in light and dark shades: fine qualities for waists or dresses; mostly navy blue or black-and-white.

Fancy Silks, at 75c, worth $1 and $1.25

More than forty styles of neat hair-line stripes, dots or small designs in navy blue or black-and-white alone. Besides these there are light and dark combinations in other splendid Fall colorings. No large designs or patterns among them. Just the small, neat and most desirable narrow stripes or little figures and dots, and all bright, excellent qualities of Taffetas and Louisines.

Rotunda.

$1 Striped Cheviot at 55c

This is a very neat and refined fabric for women's fall suits, or girls' school dresses. The ground is all-wool in navy blue and black, with a white pin-stripe of cotton. The cotton threads are not introduced to cheapen the cost, but to produce an effect that could not be secured with wool.

The fabric was made to sell at a dollar a yard. Today it is

Fifty-Five Cents a Yard

50 inches wide. Fourth avenue.

75c Homespun Cheviot at 50c

This is a popular and staple plain black fabric such as will be selling all season at the regular price. The homespun weave gives the goods a warmth and effectiveness quite above the ordinary cheviot, and will make handsome walking suits for fall and winter. It is 54 inches wide, and six yards is enough for a suit.

50c a Yard, Instead of 75c

Fourth avenue and Tenth street.

Fall Walking Hats

Trimmed in Our Workroom

A new and attractive coterie of Fall Walking Hats, trimmed in our own workrooms, comes down today to join the rest of the Autumn millinery that women evidently fancy extremely, to judge by the short time the new hats linger in our showroom.

These latest arrivals display all the prettiest shapes of the coming season—the flaring broad brims, the turbans, the toques. Trimmings are simple—silk, velvet and ribbons, with breasts, pompons, quills, and so on.

Moderate prices, too—$1.75 to $8. Second floor, Broadway.

Silk Waists; $3.50

Formerly $4.50 to $6.75

A collection of Silk Waists, in many of our pretty summer styles, that must give way to their Autumn successors. Made of peau de soie, peau de cygne, Louisine, pongee and China silk; full fronts, with stitched box-plaits; some with plaited fronts and lace insertion or stitched plaits and lace medallions; plaited backs and sleeves. Some are unlined, others are lined. A considerable variety of colors, including white, is represented.

And while former prices were $4.50 to $6.75, the waists cost today but

$3.50 Each

Second floor, Tenth street.

Smyrna Rugs at Lower Prices

This is in absolute contradiction to the trade fact. Smyrna Rugs have gone up in price. But a fortunate opportunity came to us, and we seized it quickly. Today we extend it to you.

About two hundred highest-grade Smyrna Rugs (there are many inferior grades, you know) in the various carpet sizes, are offered as follows:

6 x 9 ft., at $12—the new patterns will be $18.50.
7½ x 10½ ft., at $19—the new patterns will be $22.
9 x 12 ft., at $23—the new patterns will be $26.50.
9 x 15 ft., at $35—the new patterns will be $42.

If You Want Carpets

You still have the chance to save eight to ten dollars on a single room, by choosing from these we are now selling under-price:

Wilton Velvets, at $1 from $1.40.
Body Brussels, at $1 from $1.40.
Tapestry Brussels, at 60c from 90c.

Third floor.

An Upholstery Field-Day

We have made thoroughgoing preparations for a busy time in the Upholstery Store today. In every branch of the broad stocks there are special offerings that no housekeeper with furnishing plans afoot and an eye to economy can afford to ignore.

Of cardinal importance are the superb groups of Lace Curtains and Bed Sets. Then there is news of Portieres, Shades, Cushions and Furniture Coverings that possesses utmost importance. Only some of the details can be given.

Lace Curtains

White Irish Point—
At $3.25, $5.50 and $6 pair, from $7.50, $8.25 and $9.

Renaissance—
At $9.50, $11.25, $14.25 and $18 pair, from $15, $18, $20 and $28.

Arabian—
At $7.50, $12.50, $13.50, $17.50, up to $55 pair, from $12, $16.50, $18, $24.50, up to $75.

Madras—
At $1.75, $2.25, $2.75, $3, to $5 pair, from $3.50, $4.75, $5.50, $6, to $10.

Cretonne—
At $6.25, $9 and $11.50 pair, from $8.75, $12 and $15.

Snowflake—
At $1.35, $1.75, $1.85, $2, up to $3.50 a pair, from $1.85, $2.25, $2.50, $2.75, up to $4.75.

Lace Bed Sets

Nottingham—
At $1, $1.35, $1.75, $2.50, to $4.50 ea., from $2, $2.25, $3.25, to $6.

Antique—
At $4.75, $5, $7.75 and $9.25 each, from $6.75, $7.25, $11 and $13.75.

Ruffled Net—
At $3, $4.25, $5, $10, to $14.50 each, from $7.50, $8.50, $10, $15, to $19.50.

Renaissance—
At $9, $12.50, $14.50, $18, to $34 each, from $5.85, $15, $19.25, $24 to $45.

Irish Point—
At $3, $4.75, $6, $6.75, $9.75 each, from $4.50, $7, $12, $10.75, $12.50.

Arabian Lace—mull ruffled—
At $24, $25, $26, $27.50, to $33.50 ea., from $36, $39, $39, $41, to $50.

Ruffled Muslins, colored—
At $2.25, $2.50, $2.65, $3, to $5 each, from $3, $3.50, $3.75, $4.25 to $7.25.

Portieres

Mercerized Armure, in good styles and colors; raised patterns in solid colors; fringed top and bottom or corded edges.
At $6.25, $7.50 and $8 pair.
From $9.75, $11.50 and $14.

French Velour Hangings, in rich designs and colorings.
At $27.50 pair, from $37.50.

Furniture Coverings

Cotton Tapestries—
At 40c, $1.25, $1.50, $1.75, $2 yd.
From 50c, $1.65, $2, $2.25, $2.75.

Silk Tapestries—
At $1.75, $2.65 and $3.25 yd.
From $2.50, $3.50 and $4.50.

Silk Damasks—
At $1.50, $1.65, $1.90, to $7 yd.
From $2, $2.25, $2.50, to $9.

Sofa Pillows

Recently made from short ends of printed taffetas; filled with silk floss that is nearly as soft as down. Very durable pillows. Worth at least $2.25, at $1.50 each.

Window Shades

A most exceptional opportunity to get shades ready made in several sizes, at these little prices. Materials are short ends of King's Scotch and Lonsdale Hollands; oil opaque shading and domestic Holland; that have accumulated from our season's business.

Sizes 3 x 6 ft., 50c, worth 70c to $1.
3 ft. 6 in. x 6 ft., 65c, worth $1.
3 ft. 9 in. x 6 ft., 75c, worth $1.10.

Third floor.

Women's Walking Skirts

The new Skirts are ready; and they're wanted, as the lively selling has already shown. These hints:

At $4—Walking Skirts of cheviot serge; nine-gored flare; finished with rows of stitching.

At $6—Walking skirts of camel's-hair, cloth and melton; 7-gored skirts; one style trimmed with straps and buttons, others strapped.

At $5—Walking Skirts of cheviot, in various styles.

At $7.50—Walking Skirts of cheviot; nine gores; each gore finished with three side plaits and straps; habit back.

Other styles up to $15.

Second floor, Broadway.

Housekeeping Linens

The New Store Glows With Interest

Perhaps we're trying a little harder to put our best foot forward, when so many more people are coming daily to see the new linen corner that is so roomy and bright, on the Third floor.

There is always good news to tell about Linens at Wanamaker's; but rarely more interesting than today.

Brown Twilled Dish Towels, trash sold by the yard at 12½c; hemmed, ready for use, at 8c each. Not over three dozen to one customer.

Checked Glass Towels, 17x33 in.; in red or blue checks; at 10c each, usually 12½c.

Glass Toweling, 17 in. wide, at 7c a yard, usually 10c.

Huckaback Towels, 18x37 in., hemmed ends; red or white borders, at 12½c each, usually 16c.

Huckaback Towels, 20x38 in., hemmed ends; red or white borders; at 16c each, usually 20c.

Hemstitched huckaback Towels, worth 40c; just fifty dozens; at 25c each.

To supply the demands of as many as possible these three lots will be limited to two dozens to each purchaser.

Linen Corner, Third floor.

64-in. unbleached Table Linen, worth 50c, at 38c a yard.

Bohemian drill Damask; broken dice patterns; 63 in. wide; cream color; worth 40c, at 28c a yard. Not more than ten yards to a customer.

Irish Table Linen, 67 in. wide; full bleached; in choice designs; at 70c a yard, worth 80c.

Napkins 20 in. square; in dice patterns; one hundred dozens, at $1.15 a dozen, regularly $1.50.

Scotch Napkins, 22 in. square; worth $2.50, at $1.95 a dozen.

Fruit Napkins, unbleached, hemmed; 14 in. square; at 50c a dozen, regularly 85c.

Scotch Table Cloths, nicely finished; good assortment of patterns; 2x2 yds., at $3 each; 2x2½ yds., at $3.50 each; 3x3 yds., at $3 each. Regular $2.25, $2.75 and $3.25 kinds.

Short Lengths of White Goods

The quicker the selling, the greater the number of remnants. That's the case with these White Goods—and a goodly variety of some of our prettiest white fabrics, in short lengths, is ready for you to choose from today. Materials for school and sewing aprons, for thick Autumn wash shirt-waists, for dozens of other purposes—and prices far below the regular yard rate. Lengths are chiefly from 3 to 8 yards. Details:

At 5c yard, worth 8c to 10c yard

Plaid Nainsooks, Striped Dimities and Plain White Lawns; for children's aprons.

At 10c and 12½c yd., worth 15c to 25c yd.

Fancy Piques, Cheviots and Dotted Swiss Muslins, for waists and dresses.

Broadway.

At 18c yard worth 25c to 38c yd

Imported Cheviots, Madras and Basket Weaves, in finer qualities, for waists.

At 25c and 35c yd., worth 40c to 90c yd.

Mercerized Novelties, lace or spider-weave effects, in sheer, medium and heavy weights—some of our choicest imported materials.

Boys' Clothing

Very excellent suits are these; but much broken in sizes. They are single and double-breasted, made of fancy mixed cheviot. The sizes are between 8 and 17 years.

Former prices were $6.75 to $10.

Now $5 a Suit.

The *Full Top Coats* for Boys of 6 to 16 years are here. Made of tan covert cloth.

Sizes for 6 to 11 years, $3.50.
Sizes for 12 to 16 years, $4.

Second floor, Ninth street.

Ribbons—Short Ends

At Short Prices

Trust a woman for thinking up dozens of different ways to utilize pretty ribbons. And such a chance as this, to secure remnants of some of the most attractive ribbons in our stock at a saving of

One-third to One-half

on regular prices, is enough to stimulate her to further efforts.

All kinds and colors are here, in lengths up to 2 yards; suitable for neck and waist ribbon, fancy work, and so on.

And prices are 33⅓ to 50 per cent. less than regular.

Tenth street Elevator Table.

Formerly A. T. Stewart & Co.

JOHN WANAMAKER

Broadway, Fourth Avenue, Ninth and Tenth Streets.

THE FINANCIAL MARKETS

Last week's transactions in stocks aggregated 1,310,729 shares, against 4,666,-801 last year. The rule this year has been that a dull market was a sagging market. Last week was the exception which may perhaps get a new rule. The dullness of the market reduced the shares which moved a point to 60 descriptions, but 56 advanced and only 24 declined. The bond movement was similar. Only $6,247,000 were dealt in, against $18,934,000 last year, and only 44 varieties moved a point, but 24 advanced. Among the dozen stock market leaders only one, New York Central, declined, and that only a half point. Presumably this reflected dislike of the announcement that the $6,000,000 3½s listed last week were not for refunding, but for "corporate uses," constituting an increase of the company's obligations. The remaining eleven of the dozen most active stocks advanced, the maximum being Amalgamated's 3½. Atchison and Union Pacific were, however, scarcely behind Amalgamated in their improvement. There were two "freak" changes —Northern Central fell 48 and Wells-Fargo rose 26½. Such changes are not representative of the market, and not necessarily of anything affecting the values of the properties, operators usually under such conditions having individual reasons. In the bond market the most active property was Steel 5s, of which 40$ were sold at an advance of ⅝. Union Pacific convertibles were the next most active, and changed only ¼. There were wider changes, but they were hot of general interest, being in small properties, and upon small business.

During the week one check to the market's rise was removed, but another remains. The money market is easier. The crop-moving pinch lies ahead, to be sure, but the banks are strong, and Secretary Shaw is working a faith cure. Perhaps he will really do something intrinsically to improve the situation in case of actual need. But the crops are an uncertain quantity, and will remain so another month. Meanwhile crop prevaricators will work double time. This is their harvest season as well as the farmers'. It is the part of wisdom to distrust all but the most authoritative of guesses at what is incapable of knowledge by anybody, and to await the result without attempting to discount it by stock gambling. Naturally this advice is designed for lambs and investors. No advice is offered to speculators, it being assumed that imprudent risk is part of the attraction of the game to them. Their contentions have just one merit—their attempts to forestall the course of events afford the best commentary on all the crop news spread before the public. As soon as the money market ceases to be a disturbing factor the course of prices will epitomise all the knowledge there is about the harvests.

CALENDAR FOR TO-DAY.

BOOKS CLOSE.

Atlantic Coast Line Co.
Dairymen's Manufacturing Co.
People's Trust Co., Brooklyn.

DIVIDENDS PAYABLE.

Amalgamated Copper Co.
American Cereal Co.
Cambria Steel Co.
Chicago Great Western Railway, on preferred and 2d stock.
Erie Railroad, on first preferred stock.
Hartford and Connecticut Western Railroad.
National Biscuit Company, on preferred stock.
Quaker Oats Co., on preferred stock.

BID AND ASKED QUOTATIONS.

The following were Saturday's closing quotations for stocks on the New York Stock Exchange:

	Bid.	Asked.
Adams Express	220	...
Albany & Susquehanna	220	...
Allis-Chalmers	11½	12¾
Allis-Chalmers pf.	...	30
Amalgamated Copper	56⅜	56¾
Am. Agric. Chem.	13	15
Am. Ag. Chem. pf.	78⅝	80
Am. Beet Sugar	23	25
Am. Beet Sugar pf.	...	80
Am. Bicycle	...	½
Am. Bicycle pf.	...	1
Am. Car & Foundry	32⅝	32⅞
Am. Car & Foundry pf.	92	93½
American Coal	225	...
Am. Cotton Oil	29½	30¼
Am. Cotton Oil pf.	90	90
Am. District Telegraph	34	39
Am. Express	250	260
Am. Grass Twine	6	12
Am. Hide & Leather	3⅝	4
Am. Hide & Leather pf.	14½	16
Am. Ice	5¼	7
Am. Ice pf.	29	34½
Am. Linseed Co.	9¼	12¾
Am. Linseed Co. pf.	30	40
Am. Locomotive	19½	19¾
Am. Locomotive pf.	84½	86½
Am. Malting Co.	4	5
Am. Malting Co. pf.	15	17
Am. Smelting & Refining	44⅝	45
Am. Smelting & Refining pf.	89½	91
Am. Snuff	95	120
Am. Snuff pf.	87	91
Am. Steel Foundries	9	10
Am. Steel Foundries pf.	48	50
Am. Sugar Ref. Co.	114¾	116¾
Am. Sugar Ref. pf.	118	119¾
Am. T. & C.	73	82
Am. Tel. & Tel.	132	134
Am. Tobacco pf.	114	116
Am. Woolen	9	10
Am. Woolen pf.	68½	76
Anaconda Copper	39	39¾
Ann Arbor	22	25
Ann Arbor pf.	70	75
Asso. Merchants 1st pf.	96	98
Atchison, Topeka & Santa Fe.	87½	87¾
Atchison, Topeka & Santa Fe pf.	99½	100
Atlantic Coast Line	...	120
Baltimore & Ohio	93	93½
Baltimore & Ohio pf.	86¼	87½
Boston & Me. pf.	196	...
Brooklyn Rapid Transit	48⅝	49¾
Brooklyn Union Gas	180	200
Brunswick City	6¾	7
Buffalo, Rochester & Pittsburg	130	137
Buffalo, Rochester & Pittsburg pf.	140	...
Burlington, Cedar Rapids & Northern	63	...
Canada Southern	60⅝	61¼
Canadian Pacific	127¼	127¾
Central of South American Tel.	97	100
Central Railroad of New Jersey	156	163
Chesapeake & Ohio	34½	34¾
Chi. & Alton	22	23
Chi. & Alton pf.	63¾	66
Chi. & E. Ill.	120	130
Chi. & E. Ill. pf.	130	140
Chi. Great Western	16¾	17¼
Chi. Great Western pf. A	72⅝	73½
Chi. Great Western pf. B	30	35
Chi. Great Western deb.	85	86
Chi., Mil. & St. Paul	142	142¾
Chi., Mil. & St. Paul pf.	172	173
Chi. & Northwestern	207	...
Chi., R. I. & P.	115	126
Chi., R. I. & P. pf.	150	170
Chicago Term. Trans.	11	11½
Chicago Term. Trans. pf.	31¼	32
Chicago Union Traction	30	32
Chicago Union Traction pf.	80	82
Cin., N. O. & T. P.	73½	73¾
Cin., N. O. & T. P. pf.	90	95
Cin., Hamilton & Dayton	70	80
Cleveland & Pittsburg	130	...
Cleveland & Pittsburg pf.	73	85
Cleveland, Lor. & Wheeling pf.	72	80
Colorado Fuel & Iron	34½	35
Colorado Fuel & Iron pf.	84	85
Colorado Southern	24	24¼
Colorado Southern 1st pf.	52½	53
Colorado Southern 2d pf.	40½	41
Consol. Gas	195	196
Consolidated Coal	70	80
Consolidated Gas Co.	172	173½
Continental Tobacco pf.	114½	116
Corn Products	28	28½
Corn Products pf.	70	70½
Delaware & Hudson	164	166
Delaware, Lack. & Western	240	245
Denver & Rio Grande	30	30
Denver & Rio Grande pf.	78	80
Denver & Southwestern	4	10
Denver & Southwestern pf.	30	40
Detroit Edison	130	135
Det. Mo. & Tol. & Ft. W. D. pf.	100	...
Detroit Southern	10½	12
Detroit Southern pf.	18	19
Detroit United Railway	80	82
Diamond Match	138	139
Duluth, S. S. & A.	10	12½
Duluth, S. S. & A. pf.	16	16¾
Elec. Boat	30½	32
Elec. Boat pf.	80½	82
Evansville & Terre Haute	48	50
Evansville & Terre Haute pf.	78	80
Federal Mining & Smelting	11	12
Federal Mining & Smelting pf.	42	45
General Chemical	96	100
General Chemical pf.	100	...
General Electric	168	169
Great Northern pf.	190	192
Hocking Valley	85	90
Hocking Valley pf.	85	90
Illinois Central	139	139¼
Illinois Central, leased line	102	107
International Paper	13½	13¾
International Paper pf.	65¾	66
International Power	38	45
International Steam Pump	70	80
International Steam Pump pf.	70	80
Iowa Central	21	21½
Iowa Central pf.	58½	60
Joliet & Chicago	170	...
Kan. & Michigan	23½	24
Kan. C., Ft. S. & M. pf.	69½	70
Kansas City Southern	22½	23¾
Kansas City Southern pf.	50½	52¾
Keokuk & Des Moines	48	50
Laclede Gas pf.	85½	...
Lake Erie & Western	30	32
Lake Erie & Western pf.	93	105
Long Island	60	67
Louisville & Nashville	103¼	103¾
Manhattan Beach	9	10
Manhattan Elevated	135¾	136⅜
Maryland Coal pf.	95	125
Metropolitan Securities	77⅛	80
Metropolitan Street Railway	114	114⅝
Met. W. S. El. of C.	24	25
Met. W. S. El. of C. pf.	50	60
Mexican Central	14	14⅜
Michigan Central	130	...
Minn. & St. L.	58	...
Minn. & St. L. pf.	89	92
Minn., St. P. & S. S. M.	58	58⅛
Minn. St. P. & S. S. M. pf.	129	130
Missouri, Kansas & Texas	20¼	20⅞
Missouri, Kansas & Texas pf.	42	42⅝
Missouri Pacific	94⅝	94¾
N. C. & St. L.	97	100
Nat. Enameling & S.	24	25
Nat. Enameling & S. pf.	82	85
National Lead	15¼	17
National Lead pf.	87	89½
National Railroad of Mexico pf.	41	41¾
Nat. Railroad of Mexico 2d pf.	22	25
New Central Coal	45	50
New York Air Brake	129	130
N. Y., B. & M. B. pf.	95	110
New York Central	121⅛	122
New York, Chicago & St. Louis	28	30
New York, Chi. & St. Louis 1st pf.	100	110
New York, Chi. & St. Louis 2d pf.	60	65
New York Dock	15	20
New York Dock pf.	46½	50
New York & New Jersey Telephone	142	154
New York, New Haven & Hartford	195	...
New York, Ontario & Western	33⅝	34
Norfolk & Western	63¾	63⅝
Norfolk & Western pf.	82	83
North American	77¼	77¾
Ontario Mining	...	45
Pacific Coast	42	44
Pacific Coast 1st pf.	80	100
Pacific Coast 2d pf.	80	90
Pennsylvania Railroad	124½	124⅝
People's Gas, Chicago	94⅝	95
Peoria & Eastern	32	33
Pere Marquette	77	85
Pere Marquette pf.	87	92
Pittsburg, C., C. & St. L.	85	100
Pittsburg, Fort Wayne & Chicago	131	...
Pittsburg, Fort Wayne & Chicago pf.	170	...
Pressed Steel Car	42	44
Pressed Steel Car pf.	81	85
Pullman Company	210	...
Quicksilver	2	3
Quicksilver pf.	5¾	7¾
R., F. & Sec. Ill. Cent. ctfs.	70	80
Railway Steel Spring	24	25
Railway Steel Spring pf.	82	85
Reading	122⅝	123
Reading 1st pf.	78¾	79½
Reading 2d pf.	68	70
Rensselaer & Saratoga	200	...
Rep. Iron & Steel	11¼	11⅞
Rep. Iron & Steel pf.	69¾	69⅞
Rock Island	26	26¾
Rock Island pf.	62	64½
Rome, Watertown & Og.	130	...
Rubber Goods	10	11½
Rubber Goods pf.	73½	75¾
St. Joseph & Grand Island	10	13
St. Joseph & Grand Island 1st pf.	37	40
St. Joseph & Grand Island 2d pf.	18	17
St. Louis & San Francisco 1st pf.	70	75
St. Louis & San Francisco 2d pf.	52½	53
St. Louis & S. F. of C. & R. I. ctfs.	100	105
St. L. & S. F. of C. & R. I. 1st pf. ctfs.	107½	108
St. Louis Southwestern	16	16
St. Louis Southwestern pf.	34½	35½
Sloss-Sheff. Steel & Iron	31½	32½
Southern Pacific	42⅝	42⅞
Southern Railway	24⅞	25
Southern Railway pf.	84⅞	85
Southern Railway M. & O. ctfs.	89½	91½
Stand. R. & T.	2¾	3
Tennessee Coal & Iron	45	45¾
Texas Pacific	26½	27
Texas Pacific Land Tr.	27⅞	28
Third Avenue	114	118
Tol., Peoria & Western	17	18
Toledo Railways & Light	23	23¾
Toledo, St. Louis & Western	28	30
Toledo, St. Louis & Western pf.	57	60
Twin City Rapid Transit	99½	99¾
Twin City Rapid Transit pf.	120	...
Union Pacific	102⅝	103¼
Union Pacific pf.	84½	85
Un. Bag. & Paper	14	15½
Un. Bag. & Paper pf.	78	80
Un. Bag. Invest. pf.	36	37
U. S. Express	105	108
U. S. Leather	7⅞	8
U. S. Leather pf.	81	81½
U. S. Realty & Con.	2	2¾
U. S. Realty & Con. pf.	28	30
U. S. Rubber	13	13⅝
U. S. Rubber pf.	41¼	42¾
U. S. Steel	22⅝	23
U. S. Steel pf.	90¼	90⅝
Va.-Car. Chem.	23¾	24
Va.-Car. Chem. pf.	86	95
Va. Iron, C. & C.	39	45
Wabash	24⅛	24⅜
Wabash pf.	49½	50
Wells-Fargo Express	200	240
Western Union Telegraph	82½	84
Westinghouse El. & M.	160	170
Westinghouse El. & M. pf.	130	175
Wheeling & Lake Erie	17	18
Wheeling & Lake Erie 1st pf.	48	50
Wheeling & Lake Erie 2d pf.	27	30
Wisconsin Central	14¾	15
Wisconsin Central pf.	40	40¾

THE MANCHESTER MARKET.

MANCHESTER, Aug. 30.—The tone on the cloth market last week was steady and hardening. The appearance of a general inquiry was rather encouraging, though there was considerable difference of opinion regarding the progress of business. Some sellers reported more business, while others complained of continued slackness. There were fair sales in the lower grades of India shirtings, prices being often lower. Some business was done in sheetings for China. Heavy goods found few buyers. Trading on South American account was slightly more active.

Yarns were stronger. Users of twist and weft cops from American cotton purchased more freely, and the manufacturers cleared up many stocks.

ON THE LONDON EXCHANGE.

LONDON, Aug. 30.—A distinct holiday feeling pervaded the stock markets last week, and the amount of business was limited. Consols displayed a better tone, but the Balkan troubles had a rather depressing influence on the markets generally. Bulgarian and Turkish securities declined. Chinese and Japanese were firm, together with all silver stocks. Argentines were bought largely on the favorable Argentine budget statement.

The movements in Americans were of a see-saw description, the operators, following the feeling in Wall Street, adopting a waiting attitude, but on the whole greater confidence prevailed.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac—This Day.

A. M.	P. M.	A. M.
Sun rises...5:25	Sun sets...6:35	Moon sets...

High Water This Day.

A. M.	A. M.	A. M.
S. Hook....2:03	Gov. Isl'd...2:30	H. Gate....4:39
P. M.	P. M.	P. M.
S. Hook....2:32	Gov. Isl'd...3:06	H. Gate....5:05

Outgoing Steamships.

TO-DAY, (MONDAY.) AUG. 31.

	Mails Close.	Vessels Sail.
Haitzones, Argentina, Paraguay, &c.	8:00 A. M.	10:00 A. M.
Rhone, Charleston and Jacksonville		3:00 P. M.
Princess Anne, Norfolk		3:00 P. M.

TUESDAY, SEPT. 1.

Alliance, Colon	9:30 A. M. *10:30 A. M.	1:00 P. M.
Arapahoe, Charleston and Jacksonville		3:00 P. M.
Carpathia, Liverpool via Queenstown		1:00 P. M.
Citta di Napoli, Naples	9:30 A. M.	11:00 A. M.
El Rio, Galveston		3:00 P. M.
Kaiser Wilhelm der Grosse, Bremen	8:00 A. M.	10:00 A. M.
Monroe, Norfolk		3:00 P. M.
Grahgense, Barbadoes and Brazil	3:00 P. M.	3:00 P. M.

WEDNESDAY, SEPT. 2.

Hamilton, Norfolk		3:00 P. M.
Maracaibo, Grenada, Trinidad, and La Guayra	10:00 A. M.	12:00 M.
Oscar II., Copenhagen	11:00 A. M.	1:00 P. M.
Philadelphia, Southampton	8:30 A. M.	10:00 A. M.
Proteus, New Orleans		3:00 P. M.
Rotterdam, Rotterdam	7:30 A. M.	10:00 A. M.
Sabine, Galveston		3:00 P. M.
Teutonic, Liverpool via Queenstown	8:30 A. M. *10:00 A. M.	12:00 M.

THURSDAY, SEPT. 3.

Cienfuegos, Santiago	12:00 M.	3:00 P. M.
Friedrich der Grosse,		3:00 P. M.
Jefferson, Norfolk		3:00 P. M.
La Lorraine, Havre	7:30 A. M.	10:00 A. M.
Mettin, Hamburg		10:00 A. M.
Mongolian, Glasgow		3:00 P. M.
Orizaba, Mexico via Progreso	9:00 A. M.	11:00 A. M.

FRIDAY, SEPT. 4.

Algonquin, Charleston and Jacksonville		3:00 P. M.
Arabic, Liverpool via Queenstown		12:00 M.
City of Washington, Mex. 'ico via Tampico	12:00 M.	3:00 P. M.
Iroquois, Jacksonville		3:00 P. M.
Princess Anne, Norfolk		3:00 P. M.
Rio Grande, Brunswick and Mobile		3:00 P. M.

SATURDAY, SEPT. 5.

Adirondack, Inagua, Haiti, &c.	9:30 A. M.	12:00 M.
Alene, Fortuna Island, Jamaica, &c.	9:30 A. M. *10:30 A. M.	12:00 M.
Allanton, Brazil via Pernambuco, &c.	12:00 M.	2:00 P. M.
Anchoria, Glasgow	8:30 A. M.	12:00 M.
Armadia, Porto Rico via Havana	9:00 A. M.	11:00 A. M.
Byron, Brazil via Pernambuco, Bahia, &c.	4:00 A. M.	8:00 A. M.
Cahova, Argentina, Paraguay	4:30 A. M.	7:00 A. M.
Cartilla, Cuba via Havana	12:30 P. M.	3:00 P. M.
Kerona, St. Thomas, St. Croix, &c.	9:30 A. M. *10:30 A. M.	12:00 M.
Leon XIII., Cadiz, Barcelona, &c.		
Lucania, Liverpool via Queenstown	10:30 A. M. *12:00 M.	2:00 P. M.
Morro Castle, Cuba via Havana	10:00 A. M.	1:00 P. M.
Philadelphia, Porto Rico, Venezuela, &c.	8:30 A. M. *9:30 A. M.	12:00 M.
Phoenicia, Hamburg		4:00 P. M.
Pretus Wilson, Hio., Haiti, Curacao	10:00 A. M.	12:00 M.
St. Leonards, Antwerp		
Toronto, Hull	8:00 A. M.	12:00 M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German transatlantic steamers and remain open until within ten minutes of the hour of sailing.

COASTWISE MAILS.

Mails for Cuba, by rail to Port Tampa, Fla., and thence by steamer, close at this office daily, except Thursday, at 6:30 P. M. (the connecting mails close here on Mondays, Wednesdays, and Saturdays.) Mails for Mexico City, overland, unless specially addressed for dispatch by steamer, close at this office daily, except Sunday, at 6:30 P. M. Mails for Costa Rica, close at 2:30 P. M. and 11:30 P. M. Mails for Newfoundland, by rail to North Sydney, and thence by steamer, close at this office daily at 6:30 P. M. (connecting mails close here on Monday, Wednesday, and Saturday.) Mails for Jamaica, by rail to Boston, and thence by steamer, close at this office at 6:30 P. M. every Tuesday and Thursday. Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 6:30 P. M. Mails for Belize, Puerto Cortes, and Guatemala, by rail to New Orleans, and thence by steamer, close at this office daily at 6:30 P. M. Mails for Progreso, Mex., close here Sunday, at 11:30 P. M. and 11:30 P. M., Tuesdays at 6:30 P. M. and 11:30 P. M. and Thursdays at 11:30 P. M. (connecting mail closes here Mondays at 11:30 P. M.) Mails for Yucatan, by rail to New Orleans, and thence by steamer, close at this office daily, except Sunday, at 11:30 P. M. and 11:30 P. M., Sundays at 11:00 P. M. and 11:30 P. M., (connecting mail closes here Tuesdays at, 11:30 P. M.)

†Registered mail closes at 6:00 P. M. previous day.

TRANSPACIFIC MAILS.

Mails for Hawaii, via San Francisco, close here daily at 6:30 P. M. up to Aug. 31st, inclusive, for dispatch per steamer Alameda. Mails for China and Japan, via Tacoma, close here daily at 6:30 P. M. up to Aug. 31st, inclusive, for dispatch per steamer Victoria. Mails for China and Japan, via Vancouver and Victoria, B. C., close here daily at 6:30 P. M. up to Sept. 1st, inclusive, for dispatch per steamer Empress of China. Correspondence for United States Postal Agency at Shanghai cannot be forwarded via Canada.) Mails for Hawaii, Japan, China, and Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to Sept. 6th, inclusive, for dispatch per steamer Gaelic. Mails for New Zealand, Australia, (except West Australia,) New Caledonia, Fiji, (except those for Hawaii,) and France, close here daily at 6:30 P. M. up to Sept. 12th, inclusive, for dispatch per steamer Sonoma. (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with this dispatch, extra mails—closing at 5:30 A. M., 6:30 A. M., and 6:30 P. M.; Sundays at 4:30 A. M., 9 A. M., and 6:30 P. M.—will be made up and forwarded until the arrival of the Cunard steamer.) Mails for Australia, (except West Australia,) Fiji Islands, and New Caledonia, (especially addressed only,) via Vancouver and Victoria, B. C., close here daily at 6:30 P. M. up to Sept. 12th, inclusive, for dispatch per steamer Moana. Mails for Hawaii, Japan, China, and Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to Sept. 14th, inclusive, for dispatch per steamer Hongkong Maru. Mails for Tahiti and Marquesas Islands, via San Francisco, close here daily at 6:30 P. M. up to Sept. 15th, inclusive, for dispatch per steamer Mariposa. Mails for Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to Sept. 26th, inclusive, for dispatch per United States transport.

Mails—Unless otherwise addressed, West Australia is forwarded via Europe; and New Zealand and Philippines via San Francisco—the quickest routes. Philippines specially addressed via Canada, or via Europe must be fully prepaid at the foreign rates. Hawaii is forwarded via San Francisco exclusively.

Transpacific mails are forwarded to port of sailing (not of arrival) on the theory of closing as arranged on the presumption of their uninterrupted overland transit. †Registered mail closes at 6:00 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY.) AUG. 31.

Anchoria, Glasgow, Aug. 20.
Armenian, Liverpool, Aug. 21.
Axminster, Haiti, Aug. 24.
Bernard, Para, Aug. 19.
El Sigio, Galveston, Aug. 28.
Liguria, Naples, Aug. 15.
Maracaibo, Porto Cabello, Aug. 21.
Minnehaha, London, Aug. 22.
Potsdam, Rotterdam, Aug. 22.
Proteus, New Orleans, Aug. 28.
Queen Christina, Algiers, Aug. 4.
Queen Mary, Gibraltar, Aug. 15.
Zeeland, Antwerp, Aug. 22.

TUESDAY, SEPT. 1.

Calabria, Naples, Aug. 19.
Curityba, Havana, Aug. 27.
Grenada, Trinidad, Aug. 25.
Iroquois, Jacksonville, Aug. 29.
Kronprins Wilhelm, Bremen, Aug. 25.
Liguria, Naples, Aug. 19.
Rio Grande, Brunswick, Aug. 30.

WEDNESDAY, SEPT. 2.

Apache, Jacksonville, Aug. 29.
Arara, Gibraltar, Aug. 16.
Barbarossa, Bremen, Aug. 22.
El Monte, Galveston, Aug. 27.
Sardinian, Glasgow, Aug. 22.
Sagamore, Colon, Aug. 26.

THURSDAY, SEPT. 3.

Germanic, Liverpool, Aug. 26.
Prestorja, Hamburg, Aug. 22.

FRIDAY, SEPT. 4.

Fuerst Bismarck, Liverpool Aug. 26.
Island, Copenhagen, Aug. 21.

Arrived.

SS Straits of Dover, (Br.,) Webster, Progreso Aug. 22, with mdse. to W. D. Munson. Arrived at the Bar at 5:40 P. M.

SS Nubia, (Ger.,) Von Hoff, Norfolk, to Funch, Edye & Co. Passed in Sandy Hook at 11:02 A. M.

SS Kiowa, Chichester, Boston, with mdse. to W. F. Clyde & Co. Is bound to Charleston, Brunswick, and Jacksonville.

SS Maverick, Collison, Philadelphia, for Boston.

SS Brighton, (Nor.,) Krog, Sabine & Ga., with passengers and fruit to the United Fruit Co. Arrived at the Bar at 11:20 A. M.

U. S. training ship Buffalo, Commander Ross, Bahia Aug. 12 and St. Lucia 24th. Will anchor off Tompkinsville.

SS Hawkinge, (Nor.,) Rast, Bath, Me., Aug. 22, in ballast to Hemley, Waide & Co.

SS Harry Luckenbach, Thompson, Sabine Pass Aug. 28, with oil to Phillip Ruprecht.

SS Patricia, (Ital.,) Gotuzzo, Marseilles Aug. 5, Naples 13th, and Palermo 14th, with mdse. and passengers to J. W. Elwell & Co. Arrived at the Bar at 11:15 A. M.

SS Col. E. L. Drake, Rudolin, Port Arthur Aug. 19, barge in tow with oil to the Standard Oil Co.

SS Ohio, (Br.,) Ward, Newcastle Aug. 17, with mdse. to Sanderson & Son. Arrived at the Bar at 5:30 P. M. 29th.

SS Naupolia, (Ger.,) Kraft, Stettin Aug. 14, with mdse. to the Hamburg-American Line. Arrived at the Bar at 7:30 P. M. 29th.

SS Patria, (Dan.,) Lund, Sagua Aug. 19 and Caibarien 20th, passenger to W. O. Munson. Arrived at the Bar at 4 P. M. Aug. 29.

SS City of Washington, Jones, Vera Cruz Aug. 20, Progreso 22d, and Havana 29th, with mdse. and passengers to James E. Ward & Co. Arrived at the Bar at 6:15 A. M.

SS Monroe, Hulphers, Newport News and Norfolk, with mdse. and passengers to the Old Dominion Steamship Co.

SS Oregonian, Carty, Philadelphia, with mdse. to Dearborn & Lapham. Arrived at the Bar at about 4:10 P. M.

Sailed.

SS Albano, (Ger.,) for Hamburg via Newport News.
SS Alamo, for Galveston.
SS Alleghany, (Ger.,) for Kingston, Savanilla, &c.
SS British Princess, (Br.,) for Antwerp.
SS Chesapeake, for Baltimore.
SS Goldsboro, for Philadelphia.
SS Jamestown, for Newport News and Norfolk.

Returned.

SS Santurce, hence for Jacksonville.
SS Chesapeake, hence for Baltimore.
SS Goldsboro, hence for Philadelphia.

By Cable.

LONDON, Aug. 30.—SS Minnetonka, (Br.,) Capt. Layland, from New York for London, passed the Lizard to-day.

SS Kaiser Wilhelm II., (Ger.,) Capt. Hogemann, from New York for Plymouth, Cherbourg, and Hamburg, passed Scilly at 10:30 P. M. to-day.

SS Celtic, (Br.,) Capt. Lindsay, from New York via Queenstown, arr. at Liverpool to-day.

SS Columbia, (Br.,) Capt. Baxter, from New York via Moville, arr. at Glasgow to-day.

SS Statendam, (Dut.,) Capt. Bakker, (from Rotterdam,) sld. from Boulogne-sur-Mer for New York yesterday and passed Prawle Point to-day.

SS Grosser Curfuerst, (Ger.,) Capt. Reimkasten, sld. from Bremen for New York via Cherbourg yesterday and passed Dungeness to-day.

SS Georgic, (Br.,) Capt. Amsing, sld. from Liverpool for New York yesterday and passed Rhyl Flats to-day.

SS Etruria, (Br.,) Capt. Pritchard, (from Liverpool,) sld. from Queenstown for New York at 9:45 A. M. to-day.

THE WEATHER.

WASHINGTON, Aug. 30.—Low pressure in the lake region and South Atlantic States in connection with the northeast high area has caused a continuance of rains in the lake region, New England, and the Middle Atlantic States and their extension in the form of thunderstorms into the Southern Atlantic and East Gulf States. There were also local showers in Texas and portions of the middle slope.

Temperatures are much below the seasonal average from the Upper Mississippi Valley eastward, and somewhat above in the West. In the South they have fallen slightly.

There will be rain to-morrow in New England, the east lower lake region, and showers on the South Atlantic Coast and in East Florida, continuing Tuesday in the latter district. Elsewhere the weather will be generally fair to-morrow and Tuesday, except in West Texas, where local showers are indicated for Monday.

Temperatures will continue comparatively low to-morrow in the lake region and Atlantic States, rising slowly during Tuesday. In the Mississippi Valley and the Lake region it will be warmer to-morrow and Tuesday, while in the extreme West temperatures will continue comparatively high.

On the New England coast winds will be fresh to brisk east to northeast, except high in extreme south portions; on the Middle Atlantic Coast fresh to brisk and mostly northeast except high on the North New Jersey coast; on the South Atlantic Coast light to fresh and variable, becoming west and northwest; on the East Gulf coast light north to northeast; on the upper lakes fresh south to northeast, and on the lower lakes fresh southwest to northwest.

Steamships departing to-morrow for European ports will have brisk to high northeast winds diminishing north of the forty-third parallel, with rainy weather to the Grand Banks.

FORECAST FOR MONDAY AND TUESDAY.

New England, rain Monday; fresh to brisk northeast to east winds, except high on extreme south coast. Tuesday, fair, slightly warmer; East Maine.

District of Columbia and Maryland, partly cloudy Monday. Tuesday, fair, slightly warmer; light north winds, becoming variable.

Virginia, partly cloudy Monday. Tuesday, fair; light to fresh winds; mostly north.

Delaware, rain Monday; fresh north winds. Tuesday, fair.

Eastern Pennsylvania, partly cloudy Monday; showers in north portion. Tuesday, fair; slightly warmer; fresh east winds, becoming variable.

North Carolina, partly cloudy Monday. Tuesday, fair; light to fresh north winds.

South Carolina, partly cloudy Monday; showers and coolers on the coast. Tuesday, fair; light variable winds, becoming north.

West Virginia, fair Monday; cooler in east portion. Tuesday, fair, warmer.

South Dakota, fair Monday; warmer in east portion. Tuesday, fair.

North Dakota, fair Monday and Tuesday; warmer Monday in southern portion.

Minnesota, fair Monday; warmer in east and southern portions. Tuesday, fair; light, variable winds, becoming east.

Western Pennsylvania, partly cloudy Monday, showers in northern portion; light to fresh north winds. Tuesday, fair, warmer.

Eastern New York, rain Monday; brisk to high north to northwest winds on the coast. Tuesday, fair, warmer.

Western New York, rain Monday. Tuesday, fair, warmer; fresh southwest to northwest winds.

New Jersey, cloudy Monday; rain on the coast; brisk northeast winds, except high on the north ern coast. Tuesday, fair, warmer in the interior.

Storm warnings are displayed on the New England coast from New Haven to Cape Cod.

LOCAL FORECAST—Rain; brisk to high north to northeast winds.

The record of temperature for the twenty-four hours ended at midnight, taken from The New York Times's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.— 1902.	1903.	—Times. 1902.	1903.
3 A. M.	67	70	69	69
6 A. M.	66	70	69	69
9 A. M.	65	71	63	63
12 M.	70	69	66	66
3 P. M.	71	68	68	68
6 P. M.	72	68	66	66
9 P. M.	72	68	64	64
12 P. M.	71	67	62	62

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 208 feet above the street level on the roof.

Average temperatures yesterday were as follows:

Printing House Square	67½
Weather Bureau	61½
Corresponding date 1902	71½
Corresponding date for last 26 years	70

At 9 A. M. yesterday the thermometer registered 60 degrees, and at 3 P. M. 66 degrees. The maximum register being 64 degrees at 2 P. M. and the minimum 59 degrees at 5 P. M. At 8 A. M. there was 85 per cent of humidity and at 8 P. M. 94 per cent.

TREASURY BALANCES.

WASHINGTON, Aug. 29.—Following is a statement of the United States Treasury on the 29th day of August, 1903:

CASH IN THE TREASURY.
In Divisions of Issue and Redemption.
RESERVE FUND.

Gold coin and bullion in Division of Redemption.....$

The New York Times.

"All the News That's Fit to Print."

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DAILY AND SUNDAY, 1 year.....8.40
SUNDAY, 1 year.....2.00
Supplements, 52 Times.....2.00
THE NEW YORK TIMES SATURDAY REVIEW, 52 Times.....2.00

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TEN PAGES.

Readers of The New York Times may have the Daily and Sunday Editions mailed to them in any part of the country at the rate of 1c each, one month. Orders may be sent through subscribers, or directly to the Publication Office.

THE PERA OF CHEKIB BEY.

No reasonable American can refuse to admit that the position of the Turkish Minister in the United States is an extremely delicate one, or that the situation of Turkey itself is most difficult. When CHEKIB Bey pleads with the people and the Government of the United States through the press for patient and even sympathetic treatment of his sovereign in his actual troubles, he is entitled to a respectful hearing. From the Government he will, of course, receive the same fairness and consideration which he acknowledges, most courteously, he has had in the past. And the people of the United States, though they cannot possibly have any great sympathy with the spirit of Turkish rule as they understand it, will doubtless wish that their Government shall make it as easy as possible for Turkey to discharge its international obligations.

But it must be seen even by the Turkish Minister himself that the radical difficulty of the situation of his country in its relations with other countries is not one of temper and manners, but one of substantial difference in ideals, standards, and conduct. Turkey is sadly tried with internal disturbance amounting to a formal rebellion in certain sections. She is dealing with it in an energetic manner, which excites the admiration of other Governments. But she is apparently dealing with it, as she has with others that went before, in a manner too cruel to be tolerated with patience by other Governments with any direct interests in Turkey. It is history repeating itself. Since the time when the Turks were driven down to the boundaries of the Balkan Peninsula they have lost provinces after province by rebellion which they have undertaken to repress so harshly that Europe has been forced to intervene, or has, at least, felt excused for intervening. And the harshness of repression has been only the continuation of extreme harshness in administration such as made insurrection inevitable. Much the same process is now going on. Whether it will be checked for the time or not, it is too soon to say; but that in the end the result will be practically the same there is little room for doubt.

We do not lose sight of the qualifying facts in the long and slowly losing struggle that Turkey has waged in Europe to retain the territory originally won by the sword. The peoples over which she has ruled or tried to rule are very far from being wholly admirable or deserving the sympathy of the modern world. They are a motley lot, none of them far advanced in civilization, some of them still as barbarous as in the sixteenth century. They belong to no one race or religion, and if they were free to do so, would often engage in wars with each other as savage and bloody as those they wage with the Turks or the Turks with them. Nor is the interest of the European Powers all unselfish or their conduct fair and decent. Even the most enlightened of them, Great Britain, has cared more for baffling the supposed plots of Russia than for the protection of the oppressed subjects of the Sultan. But it remains true that the subjects of the Sultan are oppressed and have been all these years, and that oppression has been the immediate source of all his troubles. That is the fact that must be faced in considering the attitude of any Government toward his Government when occasion for definite action arises. It is a fact that is of very serious importance to the United States at the present moment.

For, after all, what is the specific plea of CHEKIB Bey in his latest public utterance? It is that our Government should refrain from such naval arrangements as have seemed necessary to the protection of American citizens in Turkey because it would "encourage" the insurgents. Undoubtedly it would. And if Turkey were able and willing to protect our citizens in their legitimate rights we should have no occasion to do anything that would encourage resistance to the Turkish Government. Moreover, if Turkey were able and willing to repress insurrection in ways recognized by modern civilization, we should be still more bound not unnecessarily to add to her troubles. Still further, if Turkish rule did not make insurrection sooner or later practically inevitable, there would be no trouble such as the present to worry her or us. It all comes back to the essential incapacity of the Turkish Government, so far as we can judge by experience, to rule in an orderly, just, and decent fashion. Of course that does not warrant us in treating the Turkish Government otherwise than in accordance with international right and usage, and it is the duty of our Government to avoid all complications so far as possible. But when complications become unavoidable, we cannot forego our well-established rights because in enforcing them we should "encourage" insurrection which Turkey has provoked by her own cruelty. Her insurrections are in a sense her own business, but only on condition that she manages them in a way that leaves the rights of Americans undisturbed.

SEVENTH AVENUE.

It would be ungracious to call in question the disinterestedness or the sincerity of the property owners and business men of Seventh Avenue who have prepared a protest to the Mayor against the construction of a railroad subway along that thoroughfare by the "open cut" method. It is anybody's privilege, however, to point out that these business men and property owners would be acting against their own interests as well as against the public interest should they take a stand which would obstruct and prevent the choice of Seventh Avenue for the west side extension of the subway system.

Real estate on that avenue is in a dead and alive condition. It is a part of the city not yet reached and vivified by the currents of business. There has been immense growth in other directions. Seventh Avenue has been passed by. There is no conceivable public improvement which would so certainly put life into Seventh Avenue as a subway. Lots would advance in value, costly buildings would be erected, rents would go up, a new activity in business and trade would be observed, and growth would be evident from one end of the avenue to the other. It is of course incredible that any Seventh Avenue property owner who is capable of picturing forth the new condition would be so much in love with the old condition that he would oppose the construction of a subway, even of an open cut subway, if that were the method necessary to be adopted.

The protest of Broadway property owners and tenants against an open cut from Forty-second Street to Union Square is unanimous and must be respected. But an open cut on Broadway is one thing; such a cut on Seventh Avenue would be quite another. There is much greater breadth of street surface and very much less traffic to be disturbed. Besides, Seventh Avenue property owners need have no fear that the methods employed in constructing the present subway will be repeated on any future work. The west side subway ought to be constructed along Seventh Avenue. Shopkeepers and owners of property there will be very short-sighted if they oppose the project.

"CLOSED" CARS IN BROOKLYN.

Is it not about time that the so-called "closed" cars on the lines of the Brooklyn Rapid Transit Company had the glass replaced in the windows and the clumsy, rickety, opaque, and unmanageable curtains removed?

In fair, warm, and dry weather, when there is no real need for closed cars at all, the arrangement for the windows that was introduced generally on the lines of the company last Spring was not a nuisance. It had the single merit that, when the curtains worked, the sun could be partly or wholly shut out from the sunny side of the car. It had no other merit, and this one was promptly lost, as the curtains soon became unworkable, and would not stay where they were put. In wet weather the arrangement is an ingenious one for producing the greatest amount of discomfort with the least chance for avoiding it. The cars are either dark when the curtains can be made to stay down or damp and chilly and exposing when they cannot, as is usually the case. During the storm of the last three days it has been a common thing to see one-third of the occupants of an uncrowded car standing to avoid the rain beating in at the windows of which the curtains were hopelessly out of order. Meanwhile there is comparative security in the cars of the Manhattan trolley lines, in which the windows can be closed with glass sash to keep out cold and rain, and with slatted blinds to keep out the sun, as necessity may require. We recommend President WINIKE to look into this matter, and, at the earliest day possible, restore the old arrangement of the windows on his closed cars. He will save many of his customers the risk of illness and relieve some of them of temptation to profanity.

THE COST OF "MANUFACTURERS' MATERIALS."

The statistics from the Department of Commerce and Labor giving the statements of the amount and value of "manufacturers' materials," crude or advanced for domestic improvement, imported into the United States, continue to represent a very active demand for foreign productions that enter into the building up of our production for consumption at home or for export; the percentage of these articles to the whole importation for the seven months ending with July reached to above 48 per cent. A part of this vast aggregate of importations came in free of duty, but a larger part consisted of materials and articles that were dutiable—the value of all free articles imported being about $338,000,000, while the value of all dutiable articles brought in was nearly $595,000,000. Upon these dutiable articles and materials was collected in duties nearly $157,000,000.

A glance at the statistical reports suggests that some of this revenue was taken out of the pockets of the importing manufacturers to compel them to make an expensive obeisance to the sacred "symmetry" of the Dingley law, by which their ability to manufacture profitably for the world's market we are seeking was diminished. Based upon the figures for the last seven months we appear to have had the cost of certain materials increased to the following extent:

	Import Value.	Cost Increased by Tariff.
Common window glass..	$618,870	$80,000
Hides	24,952,590	1,800,000
Iron ore	1,297,928	62,000
Pig iron	2,857,251	2,000,000
Scrap iron	3,082,766	923,000
Bar iron	1,142,750	85,000
Railway iron and steel..	3,628,739	680,000
Hoop iron	47,594	12,000
Ingots	3,677,025	462,000
Carpet wools	7,056,258	3,900,000
	$52,060,967	$7,750,000

As we intimated, these computations are not close for the reason that some of them are made with rude averages of rates having many complications. But the squandering of some 15 per cent. upon a group of materials, including hides, iron in various forms, and carpet wools, must be made good at home or abroad. The purchaser of these duty-weighted articles not only pays the cost, increased by the amount of the duty, but he must pay a profit to the importer on the money expended to pay the duties. Of course, all this must count against us when we come to make prices with our competitors in foreign markets.

GAS MAINS IN PIPE GALLERIES.

It is stated that the principal opposition to the plan of pipe galleries for New York comes from the gas interest. The ostensible ground for this opposition is that the gas company considers itself unable to maintain a leakless distribution through mains, and fears the consequences of putting them in chambers where the gas now lost by diffusion into the ground might accumulate and form an explosive admixture with air, to the great danger of life and property.

Assuming that this objection is offered in good faith and that the fear expressed is really felt, it is quite within the truth to say that the former is trivial and the latter without foundation. Mr. MAURICE FITZMAURICE, an engineer of international reputation, and now Chief Engineer for the London County Council, who sailed from New York on Saturday after a hurried visit to this and other cities to study rapid transit tunnel construction, spoke freely on the subject of London pipe gallery experience to those for whom this subject had especial interest. The London system of pipe gallery construction and internal arrangement seems remarkably crude. Gas mains, water mains, signal wires, and high tension cables are all huddled together, like prairie dogs, rattlesnakes, and owls in common burrows. There is no other ventilation provided than that at the manholes, and no drainage. If any water gets into the galleries from the surface or from main leakage it runs into little sumps provided at infrequent intervals, and is bailed out by hand. Occasionally the electrical wires are short-circuited and fires occur, burning the wooden shelves on which the cables are laid, but they give no great trouble and never put the gas mains in jeopardy. Mr. FITZMAURICE, who is in the subways frequently, has never noticed a smell of gas in them. Permits to take into them naked lights, gasoline torches, and plumbers' blow lamps are freely given, and the only inhibition upon smoking is in the case of workmen, who are not permitted to smoke anywhere during working hours. A visitor is welcome to light his cigar in the subways if he sees fit to do so.

Mr. FITZMAURICE further states that nothing like an explosion in a subway has ever occurred in London, nor so far as he has heard in any British or Continental pipe gallery. The gas explosions in London are, as here, in the sewers, electric conduit manholes, and other subterranean channels contiguous to buried gas mains, which leak enormously. Just what the underground gas leakage of London amounts to was lately given in a circular of the National Board of Fire Underwriters as follows:

Miles of mains in use.....8,206
Cubic feet.
Annual loss of gas by leakage..1,734,558,000
Average annual leakage per mile of mains.....334,414

The gas mains in the subways do not leak at all, or so little that the quantity is not sensible and occasions no danger. This is London experience. It is not at all surprising that at a recent hearing before the Royal Commission on Rapid Transit Subways Mr. FITZMAURICE was able to say that, whereas the gas companies were at first reluctant to put their mains in the galleries, they were now eager to do so and welcomed any extension of the system as offering them a substantial economy in loss and maintenance costs.

In the pipe galleries designed for lower Broadway concessions were made to the strong prejudices and anxious fears of the gas and electric companies, which, in the light of foreign experience, seem excessive. Not only are the high and low tension systems of conductors separated from each other, but from the gas and water mains, which have the main chambers to themselves. One of the sections of a typical London pipe gallery shows grouped in a common chamber a hydraulic power pipe carrying water under a pressure of 800 pounds to the square inch; two low pressure water mains of 12-inch and 6-inch respectively; two 24-inch, one 18-inch, one 12-inch, and one 4-inch gas mains, and twelve systems of electric cables, five of which are high tension and seven low tension, separated only by their own insulation. Another section shows four gas mains, two of 30-inch, one of 36-inch, and one of 8-inch diameter, a hydraulic main, and numerous electric cables and wires hung from racks or piled up in troughs. A good deal of wood is used in the London galleries in supporting pipes, as shelves for cables and for other purposes. The New York type of pipe gallery is of concrete and steel, with a separate duct of vitrified terra cotta or other suitable material for each cable. Into the London pipe galleries the gas companies are eager to take their mains; into the immeasurably safer New York pipe gallery the Consolidated Gas Company professes to be afraid to go. How honest—or if honest, how intelligent—their objections are may be judged from the facts above recited.

TOPICS OF THE TIMES.

—CARRIE NATION, following the example of JOHN L. SULLIVAN, JAMES J. CORBETT, and others of her predecessors in the strenuous life, is going on the stage. According to The Herald, the play she has chosen is "Ten Nights in a Bar Room." With all due respect we submit that this is no fitting vehicle for her destructive powers. Mr. ROSAMD ELLSWORTH, who is to write the play for her, will be guilty of an obvious dereliction of duty if he makes it anything less than "Ten Bar Rooms in One Night."

—Tot homines! Both President ROOSEVELT and ex-President CLEVELAND are sportsmen; but President ROOSEVELT prefers land game, whereas ex-President CLEVELAND prefers water game. Both citizens have a leaning toward offspring, but the object of the President's endeavors is the creation of citizens who shall be unswervingly true to their duties, whereas the ex-President favors nothing of more moral worth than fishermen. Ex-President CLEVELAND glories in the fact that he weighs the proceeds in his fish scales, and even at that can only get a return of nine pounds. President ROOSEVELT asks no more favorable scales than are afforded by the common market place, glorying in number rather than in individual bulk. President CLEVELAND shouts for protection only as regards the fishery of Buzzard's Bay, but he cares for that more than for the policy of the next Federal administration. President ROOSEVELT's enthusiasm for protection and for affording extends to infant industries of whatever kind or age. Tot opiniones!

—Old Aeolus demands to have his say in this matter of aerial navigation. Just as Professor LANGLEY was about to launch his air ship, or as the Hellenic god of the winds no doubt prefers to call it, his aërodrome, the wind god's cheeks bulged, and out came a blast that drove the house-boat Buzzard three miles from her moorings, wrecked the float from which the high flier was to have been launched, sunk three rowboats and smashed a thirty-foot steam launch into flinders. "And now," Aeolus remarked casually, as soon as he could regain a part of his expended breath, "what do you think about invading my dominion?" Of course we all know that the rumpus caused by the conflict of two currents of air is by no means as great as that caused by the conflict of a squall with earth or water. Yet as any one might have observed last week when the squall in New York caught up rags and paper boxes and whirled them cavorting aloft, the conflict of two currents of air can be vastly overrated as an aid to stability and equilibrium. We do not wish to predict failure to Professor LANGLEY's endeavors, and we gladly admit that he is adding an interesting incident to the life of his time. But it is a source of considerable gratification that old Aeolus did not see fit to withhold his blast of anger until the aëroplane had parted company with the more favoring earth god.

—Statistics put forth by FRANKLIN HOFFMAN in the current Spectator suggest that size of population is not the only test of a city's welfare. Many people may foregather in any place, but the inference from their presence must be modified if it is found that they prefer death to remaining there. Chicago is not as big a city as New York, and the prospect of its ever becoming so is impaired by the fact that during the years 1899-1901 no less than 23.4 persons in every hundred thousand thought their prospect in the purgatory of suicides brighter. For the year 1902 the figure had risen to 22.7. In New York during the earlier period the figure was only 21.2, and last year it fell to 21 flat. In Hoboken the figure during the earlier period was no less than 24.0 and last year it had risen to 25.7, heading the list of all American cities in respect of the desire of its inhabitants to be quit of it. Moreover, while the suicide rate in New York has been declining, that of the country as a whole has risen from twelve in each hundred thousand to seventeen. The proportion of suicides is greatest among Frenchmen and Germans, and least among Irishmen and Americans.

—Not too much faith is to be put in the report that a woman in the Adirondacks was lately cured of consumption by the slaying of killing a deer. The fact of her cure is unquestioned, and the tide of the disease may have turned at the precise moment of the killing. No doubt the joy of the sport was a strong contributory influence; and the circumstance is noteworthy as showing yet again that cheerfulness is no less potent in restoring health among common men as among Christian Scientists. But if it had not been for the out-of-door life in the Adirondacks, would the cure have been possible? Years ago a woman afflicted with consumption, when told that she was given up for lost, asked to be granted one last request. She wanted peanuts, and, feeling that her case was hopeless, her physicians gave her peanuts. That was twenty years ago, and she is alive to-day, though with only part of one lung remaining. Yet we are confident that neither peanuts nor deer shooting, nor yet both in conjunction can do more than help a patient in the fight; and, moreover, that anything of equally cheerful influence would serve as well.

CATHOLICISM AND THE LUTHERAN SYNOD.

To the Editor of The New York Times:

It is a pity and seems strange to the fair-minded Americans, who are in the vast majority, that narrow-minded bigotry will at times assert itself among those who are most loudly trumpeting their "loyal Americanism."

Like the Puritans who braved the Atlantic in quest of a haven that would allow of their religious worship undisturbed, they would slay all those of a different belief!

It is painful indeed to be compelled to resort to irony and cynicism to express the feeling incurred by these "loyal Americans" who through shortsightedness or deplorable ignorance deem it fit to criticise the President for expressing sympathy at the demise of a great man—one who was acknowledged by all a great scholar interested in the advance of Christianity, and hence civilization and the betterment of humanity.

They sadly misconstrue "the spirit of our American institutions and the very letter of the Constitution of the United States" if it is wished to infer that a matter of courtesy and respect cannot be extended; or if we must stop to consider the religion of the bereaved!

Read the Declaration of Independence and Constitution of the United States and then explain how it is that we came to be so friendly with the successors of George III, drove to the present Edward. Did we not extend our condolence on the death of Victoria? Still we do not advocate monarchy. And why not on the death of the head of the largest single body of Christians on God's earth?

There are no better exponents of American liberty among the clergy of any religion than Cardinal GIBBONS and Archbishop IRELAND, and has there ever been the slightest particle of suspicion that they, or any single one Catholic clergyman even hinted of Church and State in conjunction—except from a patriotic point of view?

I venture to say, without the least fear of contradiction, that the Catholics of these United States, had they occasion to do so, would by an unheard-of majority raise their sentiments overwhelmingly for a separate ruling of Church and State. Indeed, I say, really conscious of a single one advocating it otherwise. Ask any of them, and invariably, I'll warrant, the answer would be: "It would be un-American."

Where all creeds work hand in hand with the Government for the welfare of all the people; in fact, where all creeds constitute the making, reconstruction, and maintenance of the Government, "of the people, for the people, by the people," without the laws of one conflicting with the other, the cause for such an outburst of unveiled for and ill-conceived resolutions as those of the New York and New England Ministerial Conference of the Evangelical Lutheran Synod has only a mythical foundation that when dissected will sink down to the viper that for ages has eaten into the core of the progress of civilization, namely, bigotry.

The Protestant creed must admit of this. Perhaps I might except the Lutherans; I regret, I am sorry to make the exception. Was there ever a time when Catholics failed to respond to a call for aid from the United States Government?

Was it not deemed advisable to appoint some Catholic Chaplains on account of the number of Catholic soldiers and sailors in our army and navy) and did not one of them acquit himself with the greatest credit, not to mention honor at all, by his devotion, goodness, and Christianlike bearing when that awful occasion presented itself?

Some of my best friends are not of the Catholic faith, but I do not think the less of them for that. Religious comparison was never given. A thought, I would be greatly grieved if they imagined that this was intended by a prejudiced mind. I have my scores of them in the basin of a costly public fountain from Italy. There are numberless stagnant pools in the wooded heights of Westchester County and above the Palisades which no man thinks to drain or fill up, and yet the dwellers in these high and healthy appearing regions wonder where the anopheles and the malaria come from. There are stagnant pools in the parks, and stale rain water in thousands of unnoticed nooks and corners. Anything that will hold water—not of decay in a sewer, whether it be an old tomato can or a hollow in a group of statuary. Let us then have legislation against stagnant water, and let it be enforced, and let us have governmental inspection of infected districts, for first let us have education inasmuch that folk may understand the dangers lurking in unsuspected places. Meantime, let plans for the obvious and vastly profitable work of filling in low and wet lands be considered and matured.

H. A. GAPARIN.

New York, Aug. 29, 1903.

NUGGETS.

Worse Infliction.

Behr—This weather is getting to be monotonous, isn't it?

Krabbit—Not nearly so monotonous as all the talk about it.—Philadelphia Public Ledger.

Becoming Discouraged.

He—Your father did not object to our marriage as much as I had expected.

She—Oh, poor papa has given up the idea of being too particular.—Brooklyn Life.

Millions of Them.

Kwoter—Oh, there are quite as good fish in the sea as ever were caught, you know.

Merritt—Better. Just think of the enormous ones that just managed to get away from all the anglers.—Philadelphia Press.

Bad Attack of Paralysis.

Gentleman—You can't work on account of paralysis! Nonsense, you look as strong as I do.

Tramp—Well, ye see, boss, it's paralysis of de will dat I'm troubled wit.—Town and Country.

His Special Line.

"Did your son specialize along any particular line?" somebody asked of the college graduate's proud mother.

"Oh, yes," was the reply. "I heard one of his friends say that he made a great record for himself on the rush line the last two years he was in college."—Syracuse Herald.

THE SUMMER OF 1903.

From the Washington Star.

It will be a fine thing when the years
have slipped by
And a new generation appears to the eye,
As happy as happy can be,
To tell, while young hearts are with sympathy warmed
Of the year when the summer got good and reformed—
The summer of nineteen-three.

The zephyrs that used to be parched were so mild
That they seemed like the sigh of a comforted child
As they swept o'er the blossoming lea;
And the sky overhead as it smiled on the day
With a canopied cloud kept the sunshine away—
The summer of nineteen-three.

It was like some old rogue who is changing his mind
And resolves to be generous, gentle and kind,
To atone for a life overfree;
And though some backslidings occurred now and then,
It settled off and tried not to do it again,
The summer of nineteen-three.

M. DE WITTE'S POSITION

His Promotion May Be Really a Victory for de Plehve.

But the Minister, at a Night Visit to the Czar, Secures M. Pleske's Appointment as His Successor.

ST. PETERSBURG, Aug. 30.—An imperial rescript, dated yesterday, is published appointing Minister of Finance de Witte President of the Committee of Ministers. The rescript at the same time intrusts to M. de Witte the work of bringing to a speedy and successful conclusion the negotiations for the Russo-German commercial treaty and the continued supreme direction of the Ministry of Finance in order that his close acquaintance with the requirements of Russian commerce and industry may be fully utilized.

The Official Messenger announces the appointment of M. Pleske, Director of the Imperial State Bank, as Minister of Finance.

Although the resignation of M. de Witte of the post of Minister of Finance has been expected ever since his last budget statement, which had a valedictory tone, the secret was well kept. M. de Witte went to Peterhof after midnight and presented to the Czar his resignation, and his recommendation of M. Pleske as his successor simultaneously in order to forestall any intrigues in the interest of some follower of M. de Plehve, Minister of the Interior.

M. Pleske has made a good reputation as Director of the Imperial State Bank, but he has never exhibited any initiative, remaining a loyal subordinate of M. de Witte, and doubtless he will try to carry on the latter's policy.

The position of President of the Committee of Ministers is one of great honor, but M. de Witte's future influence is regarded as problematical, and his promotion is considered a triumph for the de Plehve interest.

A special commissioner has been formed of the Pretorture, composed of the Inspectors and various departments of the secret police, with orders from Minister de Plehve to prevent strikes at all hazards. The commission is arresting and banishing workmen by hundreds, and has been authorized to employ both preventive and repressive measures.

THE ALASKA COMMISSION.

United States Representatives Arrive in London.

LONDON, Aug. 31.—United States Secretary of War Elihu Root, ex-Secretary of State John W. Foster, Hahnis Taylor, and Judge John M. Dickinson arrived at Liverpool on the Celtic yesterday for the meeting of the Alaskan Boundary Commission, which will open in London Sept. 2. They were received at Liverpool by Mr. Pethcrick, Assistant United States Dispatch Agent, on behalf of the United States Embassy.

The party came directly to London, and on their arrival here were met by Secretary Carter of the United States Embassy. Mr. Root registered at the Hyde Park Hotel, while the other members of the party established themselves at the Carlton Hotel. The Canadian Commissioners are also here.

United States Ambassador Choate has arranged to give a dinner in honor of Secretary Root, at which all the American and British representatives will be present.

The Commissioners expect that the complete consideration of the entire case will take less than two months, and that even should the commission fail to render a majority award, the facts will be clearly established. This will lead to an easier settlement in the future.

Secretary Root intends to take advantage of the recess between the filings of the briefs and the oral arguments to witness the British Army manoeuvres.

Big Russian Battleship Launched.

ST. PETERSBURG, Aug. 30.—The battleship Slava, which is one of the largest vessels in the Russian navy, was launched yesterday at the Baltic yard in the presence of the Czar and the royal family. The Slava, which was laid down in 1901, is of 13,000 tons displacement, has 16,000 horse-power, and is 376½ feet long. She has an armor belt of 9.4 inches, and carries an armament of four 12-inch guns, twelve 6-inch guns, twenty 3-inch guns, twenty 6-pounders, and six 3-pounders. Her speed is to be eighteen knots, and her crew will number 740.

Cousin of the Czar Ill.

ST. PETERSBURG, Aug. 30.—The Grand Duke Michael Nicholaievitch, cousin of the Czar, has suffered a stroke of apoplexy and has become partially paralyzed on the left side. A medical bulletin issued regarding his condition says that in spite of the drowsiness of the patient his mind is clear, the heart action is satisfactory, and the temperature is normal.

Eruption of Vesuvius Continues.

ROME, Aug. 30.—The eruption of Vesuvius continues in all its grandeur, but without apparent danger to the neighboring populations. Thousands of people remain up all night long and witness the spectacle. The lava emitted is of an unusually liquid form, and consequently has covered a larger area than at previous eruptions, adding much to the beauty of the scene.

To be Vice President of Ecuador.

GUAYAQUIL, Aug. 30.—Congress, which on Aug. 28 annulled the election of Alfredo Baquerizo, Ecuadorian Minister to the United States, as Vice President of the republic on the ground that it was unconstitutional, yesterday reconsidered the action, declared the election valid, and proclaimed Señor Baquerizo Vice President.

Hunt Saw Hanna About Vice Presidency

SAN JUAN, Porto Rico, Aug. 30.—The Republican leaders here say Gov. Hunt's visit to Senator Mark Hanna was to settle the admission of Porto Rican delegates to the Republican National Convention, to arrange for answering the Democratic attacks on Porto Rico, and to discuss the possibility of running Gov. Hunt for the Vice Presidency.

Scalded by a New Zealand Geyser.

WELLINGTON, N. Z., Aug. 30.—A fatal eruption of the Waimangu geyser occurred to-day. Several sightseers were swept away by the stream of boiling water.

PRAISE FOR LAND BILL.

Ex-Mayor V. E. Dillon of Dublin Talks of Ireland's Future.

"Ireland has crossed the turning line into a newer and a better civilization. Only those who have lived in that land all their days, as I have done, can fully appreciate the present condition of the provinces."

The speaker was Valentine E. Dillon, ex-Lord Mayor of Dublin. Mr. Dillon reached New York Saturday on the White Star Line steamer Arabic, and stopped overnight at the Waldorf-Astoria. He left yesterday afternoon for Pittsburg, where he will spend a vacation with his late wife's friends, returning to New York for the monster Emmet celebration on Sept. 21. While not optimistic of Ireland's future, Mr. Dillon declares that the British Government has eventually opened its eyes.

"And now that its eyes are opened," he said to a TIMES reporter, "we actually feel better. Personally I've never been of an aggressive nature, but had the turning point not soon been reached Ireland would have been forced to a condition that is anything but desirable. But the new Land bill has anticipated such a crisis. It is the greatest measure that has been brought before the British Government for the solution of the landlord question. I have no hesitancy in saying that the next ten years will see Ireland rid of the miserable system by which the provinces have been enslaved. It will take some time to get the bill in proper working order, but people of Ireland can be patient."

Of the present agitation in Ireland Mr. Dillon said:

"The country, as a whole, was never better conditioned. Agricultural prosperity is steadily advancing, and is more palpable to-day than heretofore. But do not understand me as wishing to convey the idea that Ireland is completely happy, and can never be so until she is master of her own resources. That is the real and only wholesome condition for any country. We have secured a triumph over landlords by the Wyndham Land bill, but shall not be content until every Irish farmer is master of his own products, and of his every resource. If he is compelled to buy in some districts he sold to the pound, the price being the fault of the Irish Landed Estates Court in the case of financial crisis in Flanders and Peking. Over seventy of the most reliable native banks in the north have vanished, and in Tientsin the troops are ordered to prevent stoning. Rice has not yet been affected, and the trade of the north is cited as a standard. The viceroy has tried in vain to relieve the situation, and the condition of the trade and the people is growing daily worse.

THE IMPURE MILK PROBLEM.

Government Bulletin Says Ideal Vessel Is Undiscovered—Pasteurization Often Injurious.

WASHINGTON, Aug. 30.—The Agricultural Department has made a contribution to the general discussion on the quality of milk supplied to cities in the shape of a bulletin on that subject, a large part of which is devoted to the question of transportation.

The bulletin says the agitation of the question of impure milk has resulted in undoubted benefits on the part of persons handling this article of food, but there is still much room for improvement. For instance, attention is called to the fact that the ideal vessel for the conveyance of milk remains to be discovered. There are many cities and towns which have no legal regulations whatever concerning milk.

The opinion is expressed that the agitation of the question has caused much unnecessary alarm. Many suggestions are made for the improvement of the milk supply, among which are the following:

The registration of all dairies.
Official measurement of properly constructed dairies.
Inspection of all barns, sheds, and dairy-houses once a month.
Better lighting, ventilation, drainage, and cleanliness of cow stables.
Whitewashing the interior of stables.
Sanitary inspection of dairy herds.
Breeding of condensed cows.
Pastures for city cows.
Aeration of milk by pure air.
Prompt cooling of milk and holding it at a low temperature until final delivery.
Shipment of milk from dairy premises after sunset.
Delivery of milk and cream in sealed packages.

The report says:

"The question of pasteurization appears to be gradually extending, but the medical fraternity is divided in opinion as to its expediency, and the best sentiment favors natural milk produced and delivered in such a pure and protected condition as to be greatly superior to any pasteurized milk.

"Too often milk is offered for sale with the claim that it has been pasteurized when it has actually been more harmed than helped, the process to which it has been subjected being unworthy the name. Hence all pasteurization should be in the hands of competent persons having efficient apparatus."

BOYS' CONFERENCE MEETS

One Hundred and Fifty Present at Silver Bay, N. Y.

SILVER BAY, N. Y., Aug. 30.—At George Confession at Silver Bay 250 boys and men gathered to the conference for the early services of the conference to-day.

C. C. Michener, Secretary in Charge of the Industrial Development in Boys' Work, presided over the Bible study. The conference was presided over by C. E. Bonnell, State Secretary of Boys' Young Men's Christian Association work of New Jersey.

Addresses were made by Dr. Luther Gulick, Supervisor of Physical Training in the public schools of New York City, and Dr. [illegible] of Amherst, Mass.

SYNDICATE'S DEAL IN METROPOLITAN STOCK

Kuhn, Loeb & Co. Holdings Were Placed at $6,600,000.

Purchase Said to Presage the Merging of New York, Philadelphia, New Jersey, and Connecticut Trolley Systems—W. C. Whitney's Comments.

William C. Whitney was reticent yesterday when questioned concerning the purchase by the Whitney-Widener-Ryan-Dolan Syndicate of Kuhn, Loeb & Co.'s holdings in the Metropolitan Securities Company.

"I cannot say that it is so," said he, when seen at his cottage at Sheepshead Bay, "for I have been away from New York for two weeks past, and so don't know just what is going on up there. Still, it might be so."

"Would it be possible," Mr. Whitney was asked, "for this deal, involving some considerable investment on your part, to be put through in your absence and without your immediate knowledge?"

"Oh, yes, that would be possible."

"Through gentlemen representing your interest in Metropolitan affairs?"

"Yes, but you mustn't try to interview me, for I have told you that I haven't been in New York for two weeks, and don't know anything about it."

Mr. Whitney was asked further if it would be likely, provided the deal had been put through, that Standard Oil people had a part in buying the Kuhn-Loeb holdings. He said that all mention of Standard Oil "people" was misleading, and that there was no reason why they should be dragged into the case, finally reiterating his declaration that, as he knew nothing of the deal, he could not discuss it.

August Belmont, President of the Interborough Rapid Transit Company, refused to discuss the matter when questioned concerning the suggestion that a close alliance if not a merger between the Interborough and Metropolitan lines might be presaged in the Kuhn-Loeb deal.

"During the trial of the Wormser suit last June to prevent the acquisition of the Interurban and kindred lines by the Metropolitan Securities Company it appeared in the evidence that the man who directed the negotiations with the firm of Kuhn, Loeb & Co. for the underwriting of the stock of the new corporation were Messrs. Elkins, Widener, Dolan, Vreeland, Whitney, and Ryan, and the dominant personage in the firm of terms was Mr. Whitney.

According to the testimony of Mr. Whitney and Mr. Ryan in the Wormser suit, the proposition was made by Mr. Schiff for Kuhn, Loeb & Co., that the underwriting firm should be allowed to subscribe for the entire stock issue. To this Mr. Whitney objected, saying that a subscription open to stockholders on 80 per cent. of the new issue and to the underwriting firm on the remainder, met his ideas in the matter, and settlement was finally made on this basis, the amounts being, as a matter of fact, $38,400,000 of stock offered to stockholders and $6,600,000 offered to Kuhn, Loeb & Co.

It thus appears that the amount which it was possible to acquire from Kuhn, Loeb & Co. under the recent transaction was $6,600,000, not in itself representing the control of the road, but rather a block necessary to complete an ownership. The conclusion is strengthened by the knowledge that Mr. Whitney and the gentlemen now interested with him were large subscribers toward taking up the 80 per cent. of the stock at the time of the organization of the Metropolitan Securities Company. A single question and answer from the examination of Mr. Whitney in the Wormser suit is interesting in this connection. The court asked:

"Do I understand that the $6,600,000 block acquired by Kuhn, Loeb & Co. was given to them as a bonus or was subscribed for?"

And Mr. Whitney answered: "The privilege to subscribe for the $6,600,000 was on the same terms as that given to the stockholders. In other words, they put money into the business on the same terms as the stockholders."

In the same case Mr. Whitney discussed somewhat the policy which had prompted the action of the syndicate for whom he spoke, saying, as incidental to another matter—the troubles of the Metropolitan after Mr. Vreeland was left virtually alone in the management of the system—that at that time in 1901, it was thought necessary to get together a company of men of sufficient strength in New York and generally in the financial world to swing the management of the road. Continuing, with reference to the gradual consolidations of roads within New York City, and the possibilities of the future, Mr. Whitney said on that occasion:

"Each separate franchise was made a great deal more valuable by being combined so as to make the joint business a great deal larger. When, therefore, these gentlemen (i. e., Messrs. Whitney, Ryan, et al.) offered as a privilege to the stockholders of the Metropolitan Street Railway the right to take an investment in the Securities Company, they invited the stockholders of the Metropolitan Street Railway Company to make an investment that would have gotten a majority of the stock, and to have an elevated railroad if they choose, and gone on in their power of combination.

Apparently Mr. Whitney was considerably impressed by the elevated railroad at the time of the Wormser suit, for a little while later on in his testimony, when deploring the interference with the financial plans of the Metropolitan Securities, he said: "Then, the Metropolitan Securities, for the Interborough, their client, called up $16,000,000 of the stock subscriptions—and but for obstacles put in their way, this suit and other things might have within three months called the Manhattan Elevator or invested the money so as to increase the rapid transit facilities on the island."

The acquisition of the Kuhn-Loeb holdings by the Whitney-Widener syndicate, whether or not Standard Oil interests are known to be concerned, is of a piece with a transaction in which Standard Oil interests are known to be concerned, is taken, therefore, by those best informed, as the forging of another link in the chain that is binding the street railway systems together in Philadelphia, in New York, and in New Jersey on the one side of New York, and Connecticut on the other.

The chain begins with the United Gas Improvement Company in Philadelphia; then extends up through New Jersey in the Public Service Corporation, which controls all the street railroads and looks to the control of the electric light and power companies in Northern New Jersey, and jumps over into Connecticut, where the Connecticut Railway and Lighting Company, Bridgeport Traction Company, virtual monopoly of much of the trolley business in that State. From different quarters have come denials that these companies are to have anything to do with the New York systems, but the identity of the Dolan, Ryan, and Whitney having been associated, by name at least, in nearly all the combinations in New York and an examination of the list of Directors of the Metropolitan Securities as at present constituted is interesting.

In part it is as follows:

William H. Baldwin, Jr., Director Metropolitan Securities; also of Interborough and Consolidated Gas Companies of New York.

Edward J. Berwind, Director Metropolitan Securities; also of the Morton Trust Company, of which also William C. Whitney is a Director.

Cornelius N. Bliss, Director of the Mutual Life Insurance Company and of the Morton Trust Company.

Augustus Juilliard, Director Metropolitan Securities Company; also of the Mutual Life, of which William Rockefeller is a Director.

Thomas F. Ryan, Director of the Metropolitan Securities Company, also of the Morton Trust and the Consolidated Gas Companies, of which William Rockefeller, James Stillman, and William C. Whitney are Directors.

On the basis of the relations indicated above, it is held that if desire should be manifested to effect a merger of the Metropolitan and of the Interborough interests, no embarrassment would be experienced in bringing together the various parties interested and machinery would not be lacking wherewith to perform the actual consolidation.

GIGANTIC MERGER PRESAGED.

Syndicate Purchase Taken to Mean Investing of Millions from Philadelphia in New York Lines.

Special to The New York Times.

PHILADELPHIA, Aug. 30.—The purchase of the Kuhn, Loeb & Co. holdings in the Metropolitan Securities Company by a syndicate headed by William C. Whitney and Thomas F. Ryan of New York and Thomas Dolan and Peter A. B. Widener of this city, is taken by Philadelphia financiers to mean that the traction magnates of this city are to let loose more of their millions to aid in developing the trolley system of Greater New York.

As to the stories of more gigantic mergers to come, embracing the most profitable gas and electric companies as well as the surface and elevated railways of the "Greater City," it can be said that such combinations are proposed. But their successful accomplishment, according to a person identified with the New York-Philadelphia syndicate, depends entirely on the future.

Negotiations for various properties now pending and plans still to be considered may fail, it is explained, so therefore it would be unwise to announce anything further than the bare assertion that the syndicate is now in full control of Metropolitan securities.

The prominence of Philadelphians in New York traction affairs was used to-day to illustrate and prove the assertion that this city is to the street railway system of the United States what New York is to the steam railroads of the country. Philadelphia can properly be called the financial centre of the trolley method of transportation.

The capital of the companies in which this city is interested approximates considerably more than $1,000,000,000. Furthermore, the mileage developed is almost a quarter of the grand total mileage of all the street railways in the United States. And the statement is made by a member of the New York-Philadelphia syndicate that the trolley service of New York was bettered and the city a large gainer by the Metropolitan Securities deal.

Despite the lack of authoritative confirmation, the fact that Philadelphia financiers are the promoters of the "trolley merger system," that capital from this city has projected and promoted more street railways, converted more horse car lines, and developed larger systems than that of any other city in the country, causes many to believe that the Metropolitan Securities Company was formed for the sole purpose of merging the public utilities of Greater New York.

Some comment has been caused by the fact that P. A. B. Widener and Thomas Dolan are active members of the syndicate, and the story is now being told that their participation in the deal means that they have settled their differences.

Stories that the United Gas Improvement Company of this city and the Public Service Corporation, which controls most of the public utilities in Northern New Jersey, and in which Mr. Dolan, who is also President of the United Gas Improvement Company, has large interests, are vitally interested in the Metropolitan Securities deal are vigorously and authoritatively denied. When these stories were told Mr. Dolan last night he said: "The United Gas Improvement Company is not interested in any way in the deal. Neither is the Public Service Corporation."

Mr. Dolan would not discuss the purchase of the Kuhn-Loeb holdings of Metropolitan Securities further than to say that "Mr. Ryan and some of his friends have bought the stock."

ACTORS TO BURY ST. AUBYN.

Charged That Amelia Bingham's Company Neglected Manager, Who Died in San Francisco.

Special to The New York Times.

SAN FRANCISCO, Aug. 30.—Carl St. Aubyn, manager of Amelia Bingham's company, who died yesterday in the Oakland Sanitarium of bowel complaint, was neglected by the theatrical company, according to Dr. Marion Sterling, Superintendent of St. Mary's Hospital.

When the company left Oakland St. Aubyn was not thought to be dangerously ill, but he grew rapidly worse. When he was removed to the hospital Dr. Sterling wrote to the company in Seattle, and received a reply from George A. Spink, the new manager, saying:

"We are extremely sorry we can do nothing for him. You should find out if he has any relatives and where he would like to send word."

The Pacific Coast Branch of the Actors' Fund of New York took charge of the funeral, which will be held to-morrow.

St. Aubyn was the son of a rich grain merchant of London, and had only one sister living, from whom he was estranged. St. Aubyn had managed American companies for six years.

TESTS IN HYPNOTISM.

West Indian Demonstrator Gives Exhibition of Skill.

W. A. Barclay, a professional hypnotist, who opens an engagement at Huber's Museum this afternoon, gave a private exhibition of his skill to a gathering of newspaper men yesterday morning. Barclay is a native of the West Indies, and makes demonstrations by both the American methods of hypnotism and those used by the East Indian hypnotists.

The first of yesterday's tests was the familiar one of inducing localised rigidity so that the subject is unable to bend a leg or arm. Then a male subject was put to sleep, then laid across the backs of two chairs so that the weight of the body came on the back of the neck and ankles. Barclay and several of the spectators sat upon the subject, but without any perceptible relaxation.

A second male subject was put in the same position, and four men, whose combined weight aggregated 718 pounds, sat on the bridge his body formed without causing it to relax. A female subject weighing 130 pounds was similarly made rigid, and supported the weight of two men.

Barclay also performed several tests of anesthesia. He put a negro subject to sleep, produced an anesthetic condition, and then passed hat pins through the flesh of his arm and through the lobe of one ear. The subject came out of the sleep and declared that he had been sitting in a chair all the time, feeling absolutely nothing as a result of the insertion of the hat pins.

Another subject similarly put to sleep had one hat pin put through his tongue and another through his cheeks, so that it went in one side of his mouth and out the other. On coming out of the hypnotic sleep, the subject said he had felt no pain.

GOSSIP ABOUT THE THEATRES.

A unique Summer social festival took place last night at The Gables, Kirke La Shelle's Summer home at Bellport, L. I. Mr. La Shelle was put down on the menu as the promoter, and James T. Clyde as the chef. There were twenty-seven guests in all. The menu was on butcher's paper, and the courses were entered under the head of stage terms, such as "overture," "curtain-up," "the plot thickens," and other similar expressions. On the outside of the menu were two sea lions, looking sleepy and worn out, and under them the inscription, "The Cold Gray Dawn of the Morning After."

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"Alexander the Great," with James and Warde in the rôles of Alexander and Perdiccas, will be presented at Grand Rapids, Mich., to-night for the first time on any stage.

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Broadhurst & Curnos's company, presenting "A Fool and His Money," will open at Scranton, Penn., to-morrow night. In the cast are Anita Bridger, Jameson Lee Finney, George Henry Trader, Kenneth Davenport, Marion Pollock Johnson, Edna Fyson, May Yokes, and Charles Andrews.

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Mrs. Leslie Carter was the guest of honor at the Shelter Island Yacht Club Saturday night. David Belasco and several of Mrs. Carter's friends went to Shelter Island to attend the gayeties.

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William Harcourt has offered to rehearse Walter Hale's part in James K. Hackett's new play, "John Ermine of the Yellowstone." Hale was recently operated upon for appendicitis, but will be able to appear in the first presentation of the play at Boston Sept. 14.

Sloop Valkyrie Driven Ashore.

The sloop Valkyrie of South Beach was driven ashore on the beach last evening with a party of seven on board. The party consisted of C. J. Rose, H. Court, John Edwards, Harry Jones, Samuel Jack, C. E. Anderson, and J. Burke, all of Brooklyn. They were in no great danger, but Patrolman Michael Gannon, seeing their situation, procured a boat and brought all ashore.

DECLARES LOW MUST TALK

Senator Platt Says He Cannot Be Renamed Unless He Does.

At Table at Manhattan Beach with Senator Depew, He Discusses a Variety of Political Topics.

The "conference committees" of the anti-Tammany organizations will meet tomorrow night at the Citizens' Union headquarters in Union Square, and on the same day Gov. Odell will come to town and meet Senator Platt at the Oriental Hotel, as Mr. Platt said while he sat at table with Senator Depew yesterday, and talked politics and of the latter's European trip. He had just ceased admiring the beauty of an umbrella brought to him by the Poughkeepsie statesman.

"He who steals it will not steal trash," said the Senator.

The termination of Mayor Low's vacation was also discussed with special reference to the meeting of to-morrow.

"Low ought to say something," the Senator sighed. "If he don't we'll all be lost. The Republicans cannot expect to nominate a candidate who says nothing. The Republicans don't want to nominate on speculation. And Mayor Low won't be nominated if he doesn't say something."

Senator Platt said he agreed with Charles V. Fornes in his statement that the election of Mayor Low would have no effect upon next year's Gubernatorial and National elections. He declared his disbelief too, that an effort was being made to eldetrack Controller Grout with a nomination for Supreme Court Justice.

According to Senator Platt, the Senatorial fight in the Twenty-second District this Fall will be the hardest fight in the State. Senator Platt said Mortimer Mandel had assured him, he said, at the time his name was being discussed for a United States Appraisership, that he would accept if it was offered. As regards the Republican candidate to succeed Senator McClelland, the Senator said their field was still open. His ex-Senator Isaac V. Mills not necessarily further ahead in the race than anybody else.

"I expect it will be, when I see the Governor, Tuesday," said Senator Platt when asked if the appointment of Jacob Smell as Superintendent of Sing Sing Reformatory wouldn't have to be settled very soon. Snell was promised the position when he gave up his claims for the Twenty-seventh District Senatorial nomination a year ago in favor of Spencer Ives Warner. Congressman Littauer's influence with Gov. Odell is the stumbling block in the way of Snell's appointment, for Snell is with ex-Congressman John K. Stewart in his prospective fight against Littauer for the nomination in the new Twenty-fifth District next year. Senator Platt for Snell to the last ditch. The incumbent of the Superintendency is retaining the position through the influence of Senator Jotham P. Allds of the Twenty-sixth District, but the Superintendent, if he is displaced, "will not leave much of a hole," declares Senator Platt.

Senator Platt laughed at the idea of Senator Brackett running for Supreme Court Justice in 1904 to succeed Justice Martin L. Stover of Montgomery County. When assured that the Senator from the Twenty-eighth was "all after the nomination" in earnest the aspect changed. Senator Brackett is sure to have the Saratoga delegates. Ex-Assemblyman and County Judge Charles R. Faris is the candidate of Isaac V. Baker of Washington County, both of whom are Platt supporters. Ex-Assemblyman Wilbur Roscoe Hobbie is the Odell leader in Washington County and may be counted upon to assist Brackett as against a Platt man under present conditions. Stover has the Montgomery organization with him.

John N. Parker will have the naming of the Schenectady delegates and George Rockwell Malby those of St. Lawrence. Warren will be dominated by ex-Congressman Emerson. Essex, Clinton, and Franklin will figure in the great struggle, while Fulton and Hamilton will answer for Littauer's interests if he can maintain his grip on those counties.

LIQUOR MEN DENOUNCE LOW.

Declare They Never Suffered Under Any Administration as They Have Suffered Under His.

The platform of the Wine, Beer and Liquor Dealers' Association was drawn up yesterday by the Committee on Resolutions, and will be adopted to-morrow night by the Executive Committee at its meeting at a place to be hereafter announced. It declares that the methods of the present administration force the liquor dealers to fight for self-preservation, and that the liquor dealers with the allied trades and the industries dependent thereon is in excess of 100,000. However shameful, iniquitous, and outrageous has been the treatment of liquor dealers by previous administrations, the manifesto declared, it never compared with the duplicity of the Low administration.

"Mayor Low lied in order to be elected Mayor, and has lied to and about the liquor dealers ever since," is a phrase in the platform, which then resurrects the refusal of the Mayor to receive a delegation from the organization until the liquor men had purged themselves of persistent rumors of bribery, and calls the Mayor "Slippery Seth," saying he has taken no steps to run down and punish the bribe givers or takers, even when the officers of the association offered to assist him.

The platform also accuses the Mayor of having appointed Police Commissioners who have fully carried out his "policies of deceit and disorganization," though Commissioner Partridge is given credit for balking at the attempted turning over of the city "into the corrupt hands of a cabal of political tricksters headed by Gov. Odell." Commissioner Greene is styled a dress-parade soldier and corporationist, who is declared to have revolutionized and disorganized the police force. And blackmail, extortion, and nefarious tributes are alleged by the platform to be more prevalent than ever.

The platform concludes with a declaration of unalterable opposition to the renomination and re-election of Mayor Low, because "because of his inadequacy to appreciate the wants of the people; because of his supercilliousness; because of his aristocratic tendencies; because of his deceit and dishonesty; because of his league with corporations and trusts; his striving to steal the street franchises of the city; because of his uncertainty on all questions; because of his lack of courage and character; because of his extravagance—threatening the city with bankruptcy which faced Brooklyn while he was its Mayor and Columbia University when he was its President; and principally because having egregiously lied ones to gain office he cannot be trusted again."

THE FUSION CONFERENCES.

Republicans Unpledged to Candidates and Have No Compromises to Offer, Says Chairman Bruce.

Chairman Lynn M. Bruce of the General Republican Committee of the County of New York had the following to say yesterday in regard to the anti-Tammany conferences scheduled for this week:

"The anti-Tammany conferences that are to begin this week will, I am confident, be entirely harmonious, and I have no doubt that, without friction, there will be an early agreement on candidates for all city and borough offices. The selection of candidates is a detail. The issue of the approaching campaign is clear and well defined. It is merely a question of honest, economical, and decent city government against a government of 'grab' and personal favor.

"Tammany has not reformed. There has been no reorganization. The principles of that organization have not changed. It is the same old Tammany. The kicking out of Devery does not stamp out the Devery system. A government by Tammany would, under any leader of that organization be a government of 'graft' by grafters. The same elements of good citizenship that combined against Tammany two years ago will again combine to continue good city government.

"The present city administration has saved lives by honest and efficient administration of the Department of Public Health. It has increased the city revenues by honest and intelligent management of all departments of the local government. It has intelligently planned and inaugurated great public improvements. It has made the city clean and respectable by stamping out flagrant vice and enforcing the laws without fear or favor.

"Results, not crumbs of frosty, or idle talk, create issues. Upon actual results everything is in favor of the continuation of anti-Tammany government of the city. The Republicans are pledged to no candidates, and have no compromise agreements to offer. They are united and harmonious in their determination to continue clean, honest, and intelligent city government."

IN THE SHOPS.

Burned wood cases for clocks can be bought for $2.75. They are made like the old-time grandfather's clock, and are 16 inches in height by 4 wide at the base. There is an opening at the top in the back to insert a small clock. Some of these cases are burned to a dark brown and poinsettia blossoms in red are stained in. Others are lighter in color and have a lion burned in the front of the body of the case. Others are in natural-colored wood, with light brown figures.

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Whiskbroom holders with designs to match those on the clocks can be had at from $1.25 up. There are pipe racks also, and tobacco boxes; some of the latter are barrel-shaped and some are square. One design shows two old men smoking long pipes with a huge tobacco jar on the table beside them.

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An umbrella holder in one of the new potteries is novel. The base is formed of four elephant heads in smooth brown ware, each head looking out from the centre and forming a base fully 12 inches through. From these rise dull green sedges, their leaves mingling with each other and forming the holder. Its price is $18.50.

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A flat vase, very wide in the centre and 16 inches high, in dull pale greens, has clover blossoms and leaves in soft browns as its decoration. It can be bought for $5.95. Another piece decorated with grapes is $7.50.

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A huge pottery owl for library decoration, done in its natural colors, with widely opened yellow eyes, is perched upon three fat volumes bound in white. It is a clever bit of work, and is offered at $18.75. A polar bear in white and some two feet long and of proportionate height is selling at $12.50.

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Linen petticoats in light brown and with one wide ruffle are offered at $3.50 and $4.50. The ruffles are embroidered in silk or linen floss with green leaves and natural-colored flowers. One design shows tiny scarlet blossoms and another minute yellow-hearted white daisies.

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Among the most serviceable petticoats for the business woman who starts out in the morning and has no opportunity to change during the day, are the chambrays in colors embroidered in white or in darker shades of the same color as the skirt. These may be depended upon to look as well at the end of the day as at the beginning and launder well. They have one or two ruffles each with the embroidered scalloped edge, and with a small conventional design embroidered above. They can be bought for $3. Misses' skirts—26 and 28 inch lengths—in mixed dull reds and also in attractive blues with a six-inch flounce having scalloped edges embroidered in silk floss and also having tiny polka dots in the same color above, are sold at $2.

NARRAGANSETT NEWS NOTES.

Special to The New York Times.

NARRAGANSETT PIER, Aug. 30.—This has been a stormy Sunday at Narragansett, with a severe northeasterly storm beating down upon the coast all day. The surf is a magnificent sight and many thronged the promenade this morning to view the breakers. Several of the cottagers braved the heavy surf and went in bathing. To-night wood fires blaze in hotel foyers and cottages.

Miss B. Sinnickson of Philadelphia entertained at luncheon to-day.

At the Dutch café of the Gladstone Mrs. L. A. Simpson of San Francisco gave a luncheon party, and among her guests were Miss Martha Hendrick, Bernard F. Bogy, Miss Bettie Martin, Mrs. Kimball Easton, and John Thilman Hendrick of Washington, D. C.

The horse show which was postponed from Saturday on account of the storm, will probably be concluded at the Point Judith Country Club to-morrow at the latest. Alfred G. Vanderbilt and Mrs. Burke Roche are among those who have entries from Newport.

At the Gladstone are Mr. and Mrs. C. E. Foster of New York, Mr. and Mrs. H. F. Mevett of Cleveland, and F. E. Ware of San Francisco.

At the Mathewson are Frank S. Fulton, Robert E. Fulton, E. C. Sanford, Willard S. Brown, George B. Watts, Jr., Preston Watson, A. De Witte, W. B. Close of New York, Dr. and Mrs. W. H. Abercrombie, Robert Hinkley, Thomas Hinkley of Washington, D. C., Mr. and Mrs. Francis Noyes, W. L. Randolph, Miss H. Pauline Randolph of Brooklyn.

At the Imperial are J. H. Merriam, United States Navy; Mrs. G. Endicott Wilder Miss Ely of Washington, S. N. Baker of Baltimore, M. F. Moriarty of London, and George W. Arthur of Boston.

THE NEWS OF NEWPORT.

Special to The New York Times.

NEWPORT, R. I., Aug. 30.—It was dreary weather to-day, a cold northeast drizzle continuing without interruption. It was a day on which to keep indoors, for even driving was unpleasant. There was, however, a number of social functions.

Mrs. J. De Forest Danielson, Mrs. Clarence W. Dolan, and Mrs. Ogden Mills gave luncheons, and to-night dinners were given by Mrs. Henry S. Ashe, Mrs. Reginald C. Vanderbilt and F. F. Collier.

Mrs. Lohr's dinner was the third of a series she has been giving at the Shields villa, this being the largest of the series, with thirty guests. Mr. Collier entertained eighteen guests at the Coats villa. Mrs. Vanderbilt's dinner at Sandy Point Farm was for fourteen guests.

Aurrel Batonyi, the well-known whip, gave a dinner last night at Berger's. His guests included Alfred G. Vanderbilt, F. K. Sturgis, J. A. Rawlins, Nelson Brown, I. Townsend Burden, Jr., Willing Spencer, Henry Lehr, Insley Blair, Louis M. Little, Francis H. Potter, and S. J. Colford, Jr.

The Newport Country Club at its meeting yesterday did not act upon the proposal to build an automobile track on the club grounds in place of the golf links. After re-electing the old officers, the meeting was adjourned for one week, when it is expected that the proposal will be in shape for final action.

Lispenard Stewart has gone to Canada for his annual fishing trip.

H. P. Robbins of New York is a guest of Elbridge T. Gerry.

PLANS OF THE FASHION SHOW.

Oratory and Singing to Rival Paris Gowns Worn by American Beauties.

The Fashion Show at Madison Square Garden will be opened to-night, and Acting Mayor Fornes, George B. Cortelyou, Secretary of Commerce and Labor, and Senator Chauncey M. Depew are expected to be present and to speak. That the occasion may not be too serious the programme will include also numbers from Marie Cahill, who will sing selections from "Nancy Brown."

By way of giving the Paris and other creations on gowns and frocks an interest not wholly sartorial and millinery twenty-four young women, promised to be among the handsomest in the city, will at intervals during the evenings and afternoons of the twelve days of the show parade upon a stage—each girl arrayed in one of the most splendid and dazzling of the confections—the wearer selected to fit the gown in face and figure and grand air. The young women serving thus as mirrors of fashion and mode of form and figure great part, it is explained, "show girls," presently to appear in Broadway theatres.

The Paris gowns, when not worn by the models, will be shown on the balcony floor on the Twenty-sixth Street side and include a Paquin valued at $2,000.

President Spends Quiet Sunday.

OYSTER BAY, N. Y., Aug. 30.—Despite the half gale and driving rainstorm which have continued for three days, President and Mrs. Roosevelt, accompanied by two or three of the younger children, attended services to-day at Christ Episcopal Church. The President spent the remainder of the day quietly at Sagamore Hill. No visitors were received.

RAGING STORMS CONTINUE

Pounding Seas Drive Many Vessels to Shelter.

Mist and Rain Render City Desolate and Wind and Wave Damage Property Along the Coast—Many Boating Accidents.

Like the two preceding days, yesterday was one of the kind that make life indoors much preferable to that on the outside, a fine, misty rain falling all day and a wind that at times attained a velocity of twenty-two miles an hour combining to make outdoor life extremely unpleasant. The streets that on Sundays when the sun shines are generally crowded were almost deserted, while in the parks there was a stillness everywhere that was suggestive of the cold days of midwinter, when wind and rain combine with the cold to make such places bleak and dreary.

In the harbor and outside the Hook, along the Jersey coast and up the Sound, the conditions, while an improvement over the two preceding days, were still such as were calculated to make the commanders of small ocean-going vessels think twice before venturing out. Of those that did sum up courage enough to proceed three are known to have put back, and are now anchored in the lower bay awaiting a change for the better before resuming their voyage. These vessels are the Goldsborough for Philadelphia, the Chesapeake for Baltimore, and the Santurce for Jacksonville.

All day a mist hung over the waters in this vicinity, and while it did not seriously impede ferry and harbor traffic generally, it caused the pilots of the craft concerned to keep an unusually keen lookout in order to be absolutely certain which way other craft were going.

At the various sea-coast resorts along the Jersey coast the reports were to the effect that considerable damage had been done along the beaches, while the damage to craft in the harbors in only a few cases was considerable. At Asbury Park the surf, driven by a thirty-five-mile wind, broke over the Boardwalk, causing thousands of Summer visitors to venture out into the storm to watch the sight, while at Ocean Grove the people were ordered off the pier, it being feared that the structure would collapse.

At Asbury Park the Baby Parade has been postponed until good weather sets in, and there was nothing in the elements yesterday to indicate that that will happen soon. At daybreak there was considerable damage done along the beach and to the bulkhead, one big hole being washed in the beach near the Octagon Hotel.

Other points along the coast reported similar experiences to those of Asbury Park, Seabright, and Ocean Grove.

UP-STATE STORM DAMAGE.

Valley Between Watkins Glen and Montour Falls a Lake.

ROCHESTER, N. Y., Aug. 30.—The vicinity of Watkins is inundated in many places, owing to the incessant rain that has been falling since Friday night.

Catherine Falls and Glen Creeks have overflowed their banks, and the valley between Watkins and Montour Falls is a vast lake. Long sections of the tracks of the Northern Central and Elmira and Seneca Lake Railways are under water.

Much damage was done at Watkins Glen, many staircases and bridges being swept away.

The Willis Mill Dam, at Tyrone, went out late Friday night, sending a torrent of water down Big Tobehanna Valley that did great damage.

TREMONT'S PASSENGERS SAFE.

Taken from Disabled Joy Liner at Northport—Had Run Out of Food —Other Vessels Storm-Bound.

NORTHPORT, L. I., Aug. 30.—The passengers who were on the disabled steamship Tremont of the Joy Line, which put in here yesterday morning disabled by the bursting of a steam pipe, have gone. They were taken away this morning by the steamer Larchmont of the same line, which came up from New York with General Manager Demon on board. After the 600 passengers had been transferred to the Larchmont, that steamer started out for New London, where they were put aboard a train for Providence.

The experience of the passengers on the Tremont had not been pleasant. The bursting of the steam pipe, which disabled the vessel originally, caused something of a panic. The pipe burst on Friday night, and the steam from the break spread through the cabins in a few minutes, and it was with difficulty that the officers and crew brought about the belief that there was no particular danger. The Tremont had been fighting the storm for some hours then, and the panic had not wholly subsided when the Tremont finally limped into the harbor and anchored.

The food supply is said to have been short. Yesterday only one meal was served and that was made up of the supplies and such stuff as could be found in the cargo. For the rest of the day the passengers subsisted on canned goods taken from the cargo. A scanty meal of meat and bread this morning coffee was the only stuff served for breakfast. There were over 100 women and children on board the Tremont.

The steamboat John H. Starin made the dock at Locust Grove last night and tied up there. It was thought she might have a number of passengers on board, and steps were taken to relieve them if needed, but word came that she had only her crew on board.

The steamboat Shinnecock of the New York, Shelter Island and Greenport Line tied up for the night last evening and anchored. She had 50 passengers, including about 20 women, on board. The Shinnecock was making fair progress last evening when she was boarded by a big sea, which smashed a part of her guard rail forward and smashed some of the windows on both decks and swept into the pilothouse. She was temporarily repaired by the crew, while at anchor off here and this afternoon the Shinnecock started eastward.

OCEAN GROVE'S "BIG SUNDAY."

Ten Thousand Around Worshippers Gather at the Great Camp Meetings in the Tabernacle.

Special to The New York Times.

OCEAN GROVE, N. J., Aug. 30.—From sunrise until a few hours before midnight the army of Methodists now in camp in Ocean Grove made the tented grove echo with their songs and prayers. It was "Big Camp-Meeting Sunday," and during the day a round dozen of meetings were held. There were intermittent showers during the day, but the weather conditions failed to diminish the attendance or the religious zeal.

Ten thousand were present at the annual love feast in the Auditorium, conducted by Bishop James N. FitzGerald. Seated on the platform with him were a Supreme Court Justice, Wall Street brokers, and nearly 100 ministers, nearly all of whom, together with over 200 in the audience, gave testimony for Christ. Some of the testimonies were of such a joyful character that women in the congregation became hysterical, and one of them, occupying a front seat, performed "The Holy Dance" recently introduced in Georgia. One young man, with tears streaming down his cheeks, leaped and pranced about the altar, and at another time there was a round of applause when a stalwart Texan declared that the Lone Star State was for Christ and Prohibition. At the conclusion of the service Mrs. J. R. Fitch of Philadelphia sang "The Old Home Songs."

Without any intermission the love feast was merged into the morning preaching service. The preacher was the Rev. Dr. Robert Forbes of Philadelphia, and his sermon was a masterly defense of the Bible, which, he said, was the greatest book ever written. Several times during the discourse the audience applauded him, an unusual proceeding for Ocean Grove congregations.

There were eight meetings held during the afternoon, concluding with a Twilight Service in the Temple, led by Evangelist Charles H. Yatman. The sermon this evening was preached by the Rev. Dr. Joseph H. Smith of Red Lands, Cal. The camp meeting will end to-morrow morning with infant baptisms, the reports of the leaders of the various "side" meetings, and the "Walk Around Jerusalem," which will be participated in by the officers of the Camp-Meeting Association and the congregation.

CRITICISES THE "SMART SET."

The Rev. Dean Richmond Babbitt Tells Congregation of "Sins and Follies of Fashion."

Criticism of the so-called "Smart Set" was expressed last night by the Rev. Dr. Dean Richmond Babbitt, rector of the Protestant Episcopal Church of the Epiphany in a sermon on the abuses of fashion in various circles of society. The title of the sermon was "The Sins and Follies of Fashion."

"There are many ways," he said, "to look at the selfish, wasteful, indecorous, baleful, and often inane class of the so-called 'Smart Set,' who either seem to make a crusade to get themselves in the newspapers before the public, or the newspapers make a crusade to get them, as enthusiasts impale butterflies for exhibition in a museum. Whichever it be, the result is the same. The senseless class in the public imitate them, the sober thinking class has a pitying contempt for them, the earnest Christian blushes for them, the patriotic American abhors them, and the genuine aristocracy of America and Europe laughs at them.

"The amount they spend on their dinners, on their balls, on their automobiles, dresses, and yachts is vulgarly ciphered out to astonish the crowd.

"Many worthy men in this city and country are utterly unworthy of the endowment of wealth they carry. Their aim seems to be to make a laborious business of trifling, to kill both time and money, and incidentally to kill themselves by social exhaustion. Many of these men are capable of better things. They are but to throw off the imperious thrall of a selfish fashionable life, and to be like their fathers, useful and honored American citizens, setting examples like our worthy Mayor, of devotion to the public good, or like young Cornelius Vanderbilt, pouring the tide of their energies along useful channels of daily service to mankind."

PASTOR'S INJURIES SERIOUS.

The Rev. F. S. Fiath, Hurt in Railroad Wreck, Accompanied Home by Invalid Father.

The Rev. Frederick S. Fiath, assistant pastor of St. Paul's German Lutheran Church, Brooklyn, who was injured in a wreck on the Erie Railroad at Newburg Junction on Saturday, has returned to his home, 238 Wyona Street. In the wreck Mr. Fiath received a number of severe bruises and contusions, and is also suffering from internal injuries. He is now confined to his bed, and his condition is regarded as serious.

At the time Mr. Fiath was on his way to see his father, the Rev. J. P. Fiath, senior pastor of St. Paul's Church. The elder Fiath, who was stopping at Pine Bush, had suffered a paralytic stroke. When he learned of the wreck he insisted, despite his condition, upon going with his wife to Newburg Junction. The parents returned to Brooklyn from there with their injured son. As neither pastor was able to officiate, there was no regular service at St. Paul's yesterday.

DEAD AFTER A VARIED CAREER.

Capt. Cornelius White of Perth Amboy, N. J., Succumbs to Cancer.

Special to The New York Times.

PERTH AMBOY, N. J., Aug. 30.—Capt. Cornelius White died here last night of cancer. He was born on Christmas Eve, 1819. He left the farm in Monmouth County at the age of sixteen to seek his fortune in New York. In 1840 he established a restaurant near Washington Market. One of his employes was William Smith. When Capt. White's health failed, in 1852, he sold out to Smith, who took a partner and founded the firm of Smith & McNeil.

Returning then to Perth Amboy he, with Eben Hall and William King, bought the steamboat Thomas Hunt, the first to run regularly between this city and New York. He was a brother of Capt. Charles White, who, with Capt. James Huntington, started the New Jersey Pilots' Association. The association sent Capt. White to Boston to buy a schooner for use as a pilotboat. He purchased the Sylph, and while cruising in her his brother Charles was lost, with all but one of those on the vessel, in a terrible storm Jan. 2, 1860.

Edward H. Swan.

Edward H. Swan died yesterday morning at his country home, on Cove Neck, Oyster Bay, L. I. He was seventy-five years old. He is survived by his wife, a daughter, and a son, Edward H. Swan of 153 East Thirty-sixth Street. Mr. Swan belonged to one of the old families of Long Island. He had lived for about thirty years near Oyster Bay, and spent most of the year there coming but rarely to his town house in New York. He did much charitable work in a quiet way, and yesterday announcement of his death was made in every church in Oyster Bay. He was a lover of roses, and seventy-five acres of his estate were devoted to their culture. It was his custom to load wagons with roses and send several large bunches to each house in the village, and also to ship large quantities to the New York and Brooklyn hospitals. His wife was a Miss Julia Post.

Obituary Note.

CHARLES H. SIMMS, a member of the firm of M. Farris & Co., Custom House brokers, with an office at 15 William Street, died at the Long Beach Hotel, Long Beach, L. I., on Sunday, after an apoplexy at the age of forty-five years. The funeral will take place from his city home, 140 West Seventy-ninth Street, to-morrow.

W. H. McCall's Body Sent to Albany.

Supreme Court Justice Edward E. McCall and his brother, John A. McCall of the New York Life Insurance Company, went to the Norwegian Hospital of Brooklyn yesterday, where they had the body of their brother, William A. McCall, removed to his late home in Albany. Mr. McCall was killed by an electric train at Bath Beach Saturday night.

CANADIAN NORTHWEST CROPS.

Special to The New York Times.

WINNIPEG, Manitoba, Aug. 30.—Canadian Northwest crops are looking far better than two weeks ago. The same betterment in

IN THE REAL ESTATE FIELD

The following sale at auction is scheduled for to-day at 111 Broadway:

By Joseph P. Day, foreclosure sale, T. W. Churchill, referee, 549 West Eighteenth Street, south side, 325 feet east of Ninth Avenue, 20 by 81, five-story brick tenement. Due on judgment, $14,815, subject to two other mortgages aggregating $21,500.

WINDOW GLASS TO ADVANCE.

Manufacturers Grant Increase of Wages and Will Raise the Price of Their Wares.

DETROIT, Aug. 30.—The conference of the Wage Committee of the Window Glass Workers of America and the Independent Window Glass Company and the Federation Window Glass Company ended this forenoon, and the men representing the various interests left the city at noon.

Business was practically completed last night, but the finishing touches to the agreements were given to-day.

As was announced last night, it was agreed to withhold all wage scales until the present stock of glass in the country is exhausted, and further, that there will be no resumption of work in the factories until a general resumption is ordered. It was also agreed that during the next year stoppage of work as well as resumption shall be general in all factories.

It was stated this afternoon that the co-operative companies of the country will also adhere to this general stoppage and resumption plan. A uniform scale of wages, which will be an advance of 10 per cent. over last year's so-called Burns scale, was decided upon.

As a result of the increase of wages, there will be an immediate withdrawal of all current pricelists on glass and an advance in price ordered. The manufacturers will meet at Columbus, Ohio, to-morrow to decide on this advance.

PITTSBURG, Aug. 30.—As viewed in glass circles in Pittsburg, the agreement effected at Detroit is the most important that has been reached among the window glass men in years.

For the first time in four years the warring factions have been brought to a peaceful state. The contention between the two workers' union, which has been the source of no end of fighting and price cutting is over; the jobbers who have quarreled with the producer in unison, will now act in unison, the wages of both unions will be uniform, and for the first time the co-operative plants will be made to operate on an equality with the rest of the concerns. Heretofore they have always had greater freedom and have been allowed to start earlier and run longer.

The wait by all factories until the surplus stock of glass is sold means that at least 1,000,000 boxes will have to be disposed of before any fires are lighted, and under present conditions of the trade it is likely that little will be done toward new stocks until November. In the meantime thousands of skilled workmen will remain in idleness, but are willing to do so to help the demoralized trade to get on its feet again.

ON THE HANDBALL COURTS.

Jersey City and Brooklyn Players Contest Some Rather Close Games.

While outdoor athletics were affected by the inclement weather of yesterday, the handball courts were crowded all day with players and visitors, and some very good matches were decided, both at Brooklyn and Jersey City. One of the best contests played on the Brooklyn Handball Club's court was a four-handed match, best three out of five games, in which Joseph Devlin and William Stewart defeated Charles Wentz and James Downer, the fifth and deciding game being won by the smallest possible margin. Devlin made a good start in his match against Thomas McElroy and Dennis Shea paired, but the partners, after losing the first, took the next three games rather handily winning the rubber. Following are the scores of the day's play:

J. Devlin and W. Stewart	21	17	21	15	21
C. Wentz and J. Downer	16	21	16	21	20
T. McElroy and D. Shea	16	21	21	21	
Dr. Shea	21	13	14	14	
J. Hairey and W. Lane	21	21	21		
T. Smith and T. Johnson	14	16	16		
R. Ladley and H. Regan	21	16	21	21	
A. Swenson and T. Holmes	16	21	16	18	
James Donohue	21	21	21	17	
M. McAvoy	12	16	18	21	
John Prout	21	21	21		
Simon Henry	16	17	18		
G. McCabe	18	21	16	21	
T. Gallagher	21	17	21	14	

At Egan's Jersey City court yesterday the most interesting contest of the many played there was a stake match of three games, in which J. Hanlon defeated George Lee and W. O'Keefe paired. Hanlon showed a wonderful lot of agility and cleverness in serving and dodging, winning the first and last games. The scores of this and the other matches follow:

J. Hanlon	21	14	21
W. O'Keefe, G. Nees	15	21	16
J. Daly, J. Flaherty	18	21	19
T. McCabe, M. Dunn	21	14	21
J. Salmon, Dr. Salmon	18	21	15
T. Jackson, J. Ryan	21	19	21
C. Golden, T. Foley	21	21	14
C. Cannon, T. Flaherty	16	19	21
F. Burns, J. Flaherty	12	21	16
T. McCabe, E. Fiske	21	16	21
G. Barber, J. Egan	21	16	21
B. Logan, T. Waldron	19	21	16
J. Kennedy, W. Joyce	19	21	17
E. Flaherty, Al Barber	21	19	21

In a four-handed match, which proved to be the liveliest game of the day, at Tarrant's Jersey City court yesterday, E. Gordon and M. A. Tarrant defeated J. A. Flaherty and J. Scanlon, taking three out of five games, all of which were fought from beginning to end. Following are the scores of all the games decided:

E. Gordon and M. A. Tarrant	21	16	21	17	21
J. A. Flaherty and J. Scanlon	17	21	12	21	20
M. Lowdy and T. Flynn	21	16	21		
J. Cruger and M. Tarrant	16	21	17		
E. Gordon and J. Scanlon	21	21	17		
M. O'Keefe and J. Howes	16	19	21		
T. Clynes and D. Cleary	14	21	21		
A. Tarrant and J. Murphy	21	14	19		
J. McCormack and J. Cruger	19	21	21		
T. Flynn and M. Monahan	21	14	20		
P. Walton	21	21	21		
T. Clynes	16	14	20		
John Foley	21	21	21		
Thomas Jacobus	4	9	21		

Schooner Whitney Floated.

NEW ROCHELLE, N. Y., Aug. 30.—The schooner Charles S. Whitney, which grounded yesterday near Execution Light, was floated to-day at high water by the wreckers and proceeded toward City Island. It is said here she was not seriously damaged.

AT THE HOTELS.

WALDORF-ASTORIA—Senator Fairbanks, Terre Haute, Ind.; F. C. Stanton, Jr., Washington, D. C.

PLAZA—Dr. A. Brunner, Trieste, Austria.

FIFTH AVENUE—Gen. G. L. Gillespie, Washington, D. C.

EVERETT—Lieuts. G. Rosfell and T. W. Russell, R. N., H. M. S. Tribune.

NEW AMSTERDAM—Col. G. C. Reed, Washington, D. C.

UNION SQUARE—State Senator Thomas Flynn, Paterson, N. J.; Judge Samuel L. Black, Columbus, Ohio.

MORTON—Judge W. M. Dodge, Burlington, Penn.; Judge John Lindt, Council Bluffs, Ia.

MAJESTIC—Charles T. Dorian, St. Paul; J. M. Marion, St. Louis; E. M. Murdoch, Detroit; H. H. Comstock, Chicago; R. J. McKean, Montreal.

ARRIVAL OF BUYERS.

Burke, Fitzsimons, Moss & Co., Rochester, N.Y.: W. B. Toole, silks; Hotel Imperial.

Cohen, B., Chicago, Ill.; general dry goods; 881 Broadway.

Sargent & Frolet, Buffalo, N. Y.; M. Frolet, clocks and safes; Miss Miller, skirts and shirtwaists, 498 Broadway.

Schwarz & Lasbo Company, New Orleans, La.; Miss M. Marks, leather goods, 61 Leonard Street.

Younker Brothers, Dunmoines, Iowa; A. E. Fletcher, silks and dress goods, 66 Franklin Street; Herald Square Hotel.

Abt Millinery Company, Canton, Ohio; A. L. Abt, millinery; Herald Square Hotel.

Long's, Jones, Sons, Wilkesbarre, Penn.; Miss Fisher, millinery; Miss D. Burn, laces; Miss Lampert, ribbons, 51 Franklin Street; Victoria Hotel.

Block, L. & Co., Cleveland, Ohio; G. L. Kauffman, cloaks; Hoffman House.

Prints, Biedermen & Co., Cleveland, Ohio; J. Prints, cloaks; Hoffman House.

Long's, Jones, Sons, Wilkesbarre, Penn.; E. Long, millinery and ribbons; Miss L. Abrams, laces and infant's wear and corsets, 51 Franklin Street; Victoria Hotel.

Wyler, Ackerland & Co., Cincinnati, Ohio; W. Ackerland, clothing; Hoffman House.

Dry Brothers & Co., Syracuse, N. Y.; G. W. Landon, millinery and laces, 66 Grand Street; Victoria Hotel.

Gutman, Joel, & Co., Baltimore, Md.; A. B. Gutman, leather goods, 72 Grand Street; Hotel Earlington.

Strauss, B. J., & Samish, St. Louis, Mo.; E. J. Samish, dry goods; 637 Broadway; Hoffman House.

Veteburg, A., Company, Savannah, Ga.; A. Veteburg, notions; 208 Church Street; Hoffman House.

Wollcott, W., Raleigh, N. C.; notions and furnishing goods; Miss L. Upchurch, linens and laces; Miss M. Vaughn, millinery and ribbons; 320 Broadway; Hotel Albert.

Schuderer, F. J., Utica, N. Y.; millinery; Miss E. Snyder, millinery; Miss L. Hirt, millinery; Hotel Albert.

Taylor, W. K., & Co., Cedar Rapids, Ia.; W. K. Taylor, dry goods; Hotel Albert.

Mabley & Carew Company, Cincinnati, Ohio; J. T. Carew, dry goods; Holland House.

Gimbel Brothers, Philadelphia, Penn.; J. Gimbel, dry goods; B. Gimbel, dry goods; P. Gimbel, dry goods; Holland House.

Curry, William, Sons, Key West, Fla.; G. H. Curry, dry goods; St. Denis Hotel.

Enwers, J. N., Sons, Youngstown, Ohio; H. H. Coen, jewelry; Broadway Central Hotel.

Parsons & Aitchell, Norwich, Conn.; J. Parsons, cloaks and suits; 57 White Street.

Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.

Howe & Stetson, New Haven, Conn.; E. M. Seely, notions; 75 Spring Street.

Shillito, John, Company, Cincinnati, Ohio; M. Wickersham, linens; L. Stein, dry goods, 849 Broadway; Hotel Imperial; L. Johnson, millinery and laces; Westminster Hotel.

Townsend & Wyatt Dry Goods Company, St. Joseph, Mo.; P. M. Barnes, house furnishing goods, 536 Broadway; Winsonia Hotel.

Sisson Brothers & Weiden Company, Buffalo, N. Y.; H. F. Whitney, furs; Grand Hotel.

Hager & Brother, Lancaster, Penn.; P. O. Dougherty, infants' wear, 371 Broadway; Hotel Imperial.

Lyon Brothers, Chicago, Ill.; L. Herzog, millinery, ladies' and infant's wear, laces, linens; I. B. Schreiber, domestics, 295 Church Street; Hotel Imperial.

Elmer, Washington, D. C.; Miss K. M. Clanchey, cloaks, suits, and infants' wear; Miss K. Coleman, ladies' wear; Hotel Normandie.

Pettis Dry Goods Company, Indianapolis, Ind.; H. H. Alden, dress goods and linings, 3 Walker Street; Grand Hotel.

Barrie, William D., Dry Goods Company, Saginaw, Mich.; W. Broome, notions, jewelry, and leather goods; A. J. Lawrence, dress goods; Grand Hotel.

Edson, Moore & Co., Detroit, Mich.; F. S. Munger, prints and ginghams, 51 Leonard Street; Herald Square Hotel.

Sterl Company, Cleveland, Ohio; C. A. Cook, cloaks and suits, 200 West Broadway; Hotel Navarre.

Solinsky, M., Beaumont, Texas; dry goods; Hotel Marlborough.

Moore, William R., Dry Goods Company, Memphis, Tenn.; W. B. McLean, furnishing goods, 258 Church Street; Victoria Hotel.

Stevens, H. B., Parsons, Kan.; F. C. Stevens, general merchandise; Rigg House.

Dawes & Argensinger, Johnstown, N. Y.; W. S. Argensinger, dry goods; Miss Annie Morgan, dry goods; 816 West One Hundred and Fourth Street.

Hunter & Hardin, Dayton, Ohio; William M. Hunter, dry goods; Miss R. Swanton, dry goods; Grand Hotel.

Gelatein & Migel, Waco, Texas; Miss F. E. Newton, dry goods; 60 Lispenard Street.

Roth, George J., & Co; Boerville Lake, Ind.; George J. Roth, dry goods; Hotel Albert.

Greene, H. W., & Co., Chicago, Ill.; J. M. Greene, dressmaker; Hotel Belvedere.

Friedman, M., & Co., Grand Rapids, Mich.; Mrs. E. Waters, dry goods; Mamie O'Brien; Herald Square Hotel.

Thalman & Levi, Kokomo, Ind.; Ada Bickford, general store; Herald Square Hotel; A. L. Thalman, general store; St. Andrew's Hotel.

Hume, W. Logan, Louisville, Ky.; manufacturer; 200 Fifth Avenue.

Epstein, B., Little Rock, Ark.; millinery, Hotel Marlborough.

McGinn, Frank, Chicago, Ill.; Thomas J. Brunger, shirts; Herald Square Hotel.

Friend, H., Chicago, Ill.; Leo Baker, cloaks; Park Avenue Hotel.

Schiefen, L., Rochester, N. Y.; millinery; Margaret Louise Home; 441 Lexington Avenue.

Rouss, C. E., Sedalia, Mo.; W. D. Stewart, racket; Randolph Hotel.

May, Dry & Co., St. Louis, Mo.; J. A. Brown, department store; Hotel Albert.

McKee Dry Goods Company, Youngstown, Ohio; Stewart Dry Goods Company, Louisville, Ky.; Daisy Folks, dry goods; Bessie Folks, dry goods; M. C. Bryan, dry goods; Earlington Hotel.

Pogue, H. S., Cincinnati, Ohio; Maxene Flynn, dry goods; Jennie Dugan, dry goods; 316 West Twenty-first Street.

Asteel Company, Milwaukee, Wis.; H. P. Aisted, jeweler; Hotel Navarre.

Stewart Dry Goods Company, Louisville, Ky.; Patrick Gleason, dry goods; Mrs. A. E. Mickey, millinery; Mrs. F. Davidson, dry goods; Earlington Hotel.

Isaacs, J. L., Chicago, Ill.; cloth; 482 St. Nicholas Avenue.

Williams & Rodgers, Cleveland, Ohio; May L. Conway, dry goods; 302 West Twentieth Street.

Stewart, Edward, Detroit, Mich.; dry goods; 11 East 59th St.

Norton, M., Rochester, N. Y.; A. Norton Miller, millinery; Mrs. Johnston, millinery; M. Norton, millinery; 370 York Street, Jersey City.

McCabe, H. P., Chicago, Ill.; H. T. McCabe, millinery; C. McCabe, millinery; St. Denis Hotel.

Ferguson, George E., Joliet, Ill.; George E. Ferguson, jewelery; Charles McNitt, jewelry; Astor House.

Taylor-Wolfenden Company, The, Detroit, Mich.; Mary Taylor, dry goods; Broadway Central Hotel.

Hogsett, J. W., Rushville, Ind.; dry goods; 35 East Ninth Street.

Hogsett, ——, Rushville, Ind.; dry goods; 33 East Ninth Street.

McKenson, Anderson & Foster, Columbia, Tenn.; George E. McKennon, dry goods; Hoffman House.

Tuckman, A. E., Company, McKeesport, Penn.; J. D. Cote, dry goods; Herald Square Hotel.

Mandel Brothers, Chicago, Ill.; Ida Mortsky, millinery; Hanna Cohen, millinery; Majestic Hotel.

Lipscomb's, E., Chicago, Ill.; cloaks; Hotel Lafayette.

Haas, Lieser & Kester, St. Louis, Mo.; Arthur Helen, millinery; Metropole Hotel.

Coleron-Kane Company, The, Youngstown, Ohio; James Coleron, dry goods; Herald Square Hotel.

Fuller Dry Goods Company, Mcedville, Penn.; J. H. Bayersmith, dry goods; Murray Hill Hotel.

Gibber, C. J., Company, Springfield, Ill.; Margaret MacManus, cloaks; 325 West Twenty-second Street.

Park, A. E., Adrian, Mich.; dry goods; Park Avenue Hotel.

McNeal & Edwards, Clarksville, Tenn.; Charles McNeal, dry goods; 46 Park Avenue.

WESTCHESTER REAL ESTATE FOR SALE AND TO LET.

WHITE PLAINS—SOUND VIEW AVENUE.

THIS OLD HISTORIC VILLAGE

on the beautiful hills of Westchester County, over 400 feet above the sea, lying half way between the Hudson River and the Sound, with a population of 9,000, is only 22 miles from

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WHITE PLAINS, with the New Electric Road—as shown by "New York Herald" Feb. 4, 1903, and as shown by the daily papers of Aug. 11 and 12, 1903, will connect with the subway, touching all business sections of Manhattan from 138th Street to Battery, and will be the greatest residential suburban town, with the best equipped railroad in North America, and within less than 30 minutes of 42d Street, New York City.

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For Sale or Exchange.—4 tenement, 125x100.5; 58 rooms; 3 tenement, 6 rooms; 6 tenement, 5 rooms; 4 tenement, 4 rooms on each floor; 4 entrances, six stories; send me particulars of your parcels and more information will be given; own agents; rent $20,320; no better investment. Address J. Miller, Box 150 Times.

4 tenement, 125x100.5; 58 rooms; 3 tenement, 6 rooms; 6 tenement, 5 rooms; 4 tenement, 4 rooms on each floor; 4 entrances, six stories; send me particulars of your parcels and more information will be given; own agents; rent $20,320; no better investment. Address J. Miller, Box N.

EAST 62D STREET,

No. 155. Charming modern small house. Bargain. Address owner, Wm. A. Baring, 52 Broadway.

New four-story; bay window front; medium-sized American basement dwellings, $33 to 345 West 100th St.; steam heated and electric lighting; moderate prices.

On Lexington Av., Murray Hill.—5-story high stoop brownstone dwelling; immediate possession. Harris B. Linen, 372 Lexington Av. Tel. 3675—38th.

8th Av., Corner, 125th St.	Continually growing in value, two 5-story flats; stores. Price, $55,000. E. M. MICHAELIS, 205 B'way.
Actual Bargain.—Modern double tenement, West 46th St.; price, $16,500; rents, $1,045. Folsom Brothers, 835 Broadway.	
Residences, vicinity Washington square and Gramercy park and other sections; $21,000 up. Folsom Brothers, 835 Broadway.	
3d Av., Near 116 St.	5-story, 4 fam. on floor. 1 store. Price, $36,000; terms to suit; bargain. E. M. MICHAELIS, 205 Broadway.
University Place, Corner 8th St.	Leased for 10 years; all repairs and taxes; netting 6% on investment. E. M. MICHAELIS, 205 B'way.

Bronx.

FOR SALE—THE MOST ELEGANT TWO-family detached brick and stone houses ever built in New York City; neighborhood restricted; Clay Av., near 166th St., three blocks west of 3d Av.; terms moderate.

$400 up, $5 monthly; Bronx lots, near 3d Av. L station; also houses, lots exchanged. Open Sundays and evenings. Shatskin, 746 East 171st St.

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BRONX PROPERTIES EXCHANGED, APPRAISING, MORTGAGES SECURED.

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The natural summer home for the New York business man, between the Atlantic Ocean and the Bay. Within forty-five minutes of the city. Sewerage, gas, electric light, and water at your door. Land beautifully laid out, handsome summer villas now being built.

Apply for particulars to Dr. Thomas P. Hughes, Room 1,806, Commercial Cable Building, 30 Broad St., N. Y. Telephone, 1,748—Cortlandt, or on the property at Belle Harbor.

ON GREAT SOUTH BAY.

Those looking for building plots of from 1 to 10 acres each would do well to examine those offered at Bellport, Long Island—most desirable neighborhood; the best. Maps on application. John A. Potter, Patchogue, L. I.

Setauket.—185 acres woodland; $14 acre; cut 1,500 to 1,600 cords. Jones, 189 Montague St., Brooklyn.

NEW JERSEY REAL ESTATE FOR SALE AND TO LET.

Montclair.—In beautiful Marlboro Park, near "Park Street" (Erie) Station, school, &c.; only house left of twenty; rent, $720; bargain $9,000; easy terms; latest improvements; steam, gas, electricity; all refined surroundings; other houses building; illustrated booklet free. Montclair Realty Co.

MONTCLAIR—Architect will sacrifice 2 houses, $6,500-$8,500; plans. 220 Broadway. E. F. North.

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COLORED SPECIALIST.

First and best in this line in the city. Proofs furnished of wide successful experience in the management of colored tenements.

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And 118 W. 134th St. Tel. 3138 J Mor'gside.

We will sell, rent, or exchange your property in all parts of United States; no commission charged. Send for pamphlet. Real Estate Register, 261 5th Av., New York City.

"A."—Owners.—My specialty is buying, selling, exchanging, and appraising real estate; please call or send full particulars. F. E. Mainhart, 165 West 125th St.

Wanted—Private houses, either for sale or rent, below 42d; principals only. Folsom Brothers, 835 Broadway.

Manhattan real estate wanted to sell, rent, exchange, manage. E. J. Kehoe, 127 West 125th St.

REAL ESTATE FOR SALE AND TO LET—NEW YORK STATE.

Catskill Mountain properties, streams; hunting, fishing, matchless scenery. Photographs and particulars. Charles T. Coutant, Kingston, N. Y.

BROOKLYN REAL ESTATE FOR SALE

Bargain.—Three-story corner (3 stores) price, $6,000; easy terms. John Perry Co., 312 Fulton St., Brooklyn.

NEW ENGLAND REAL ESTATE FOR SALE AND TO LET.

BERKSHIRE HILLS.—Furnished houses to lease for the Summer. Sanborn G. Tenney, Williamstown, Mass.

Building lots $250 upward; streets, sidewalks, water, gas paid; no assessments, no taxes; small monthly payments.

MARBLEDALE.

Two minutes' walk from Tuckahoe Station, 30 minutes from 42d St.; fare, 5c; title insured free. Offenbach, 97 East 116th St. Write, or call evenings.

¼ Acre high ground, plots 75x100, on macadamized street, $200 up; no ferries to cross; on line with 6th Ave. Elevated; "Elmsford," Putnam Division, 35 minutes out, fare 5c; small monthly payments; no taxes; no assessments; title insured free. Offenbach, 97 East 116th St. Write, or call evenings.

Remarkable.

MAMARONECK LOTS, $100

On Line of New Portchester Railway. $1.00 WEEKLY—NO ASSESSMENTS. Near Station; on trolley; water, gas, electric light, bathing, cabins. WARRANTY REALTY CO., 118 Broadway.

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BUILDING LOAN BROKERS.

Have plots, suitable loft and apartment buildings; wish loans for buildings waiting. Duross, 105 West 14th St.

TO LET FOR BUSINESS PURPOSES.

Doctor's Office.—A large office, with window and entrance on the street, $1,500. The Sevilla, 111 West 59th St.

Attractive offices, south light, $30 Broadway, corner 19th; elevator; rent, $18 up. Folsom Brothers, 835 Broadway.

Attractive offices and skylight studios, 121 East 24th St.; elevator; heat; $10 up. Folsom Brothers, 835 Broadway.

Stores, lofts, buildings, offices; exceptionally fine list, this and other desirable localities. Folsom Brothers, 835 Broadway.

Skylight studios, 103 East 17th St.; steam heat, light, attendance; rent, $15. Folsom Brothers, 835 Broadway.

Entire six-story building, 78 Bowery, near Canal; 20x100; store and basement separate. C. N. Aborn, 508 5th Av., or your own broker.

Factory Specialists, Dow-Kaven, 235 Broadway.—Factories, buildings, lofts, salesrooms, all locations; 20,000 sq. ft. and upward.

At $1,000 rent, store 25x100, in Pearl, near Beekman St.; lofts also if desired. Ruland & Whiting Co., 5 Beekman St.

CHARLES H. EASTON & CO.
FACTORY LOFTS AND BUILDINGS
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Factory loft, 50x75; light, heat, power, elevator; new, modern building. 623 West 54th St.

BANKRUPTCY NOTICES.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of JOHN C. STOKES, Bankrupt.—No. 8,062.—To the creditors of John C. Stokes of the City, County, and State of New York, and district aforesaid, bankrupt:

Notice is hereby given that on the 4th day of August, A. D. 1903, the said John C. Stokes was duly adjudicated bankrupt, and that the first meeting of creditors will be held at my office, No. 346 Broadway, City and County of New York, on the 9th day of September, A. D. 1903, at 11 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

SEAMAN MILLER,
Referee in Bankruptcy.

Dated New York, August 26, 1903.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of HENRY V. T. SMITH, Bankrupt.—Charles Shongood, U. S. Auctioneer for the Southern District of New York, in bankruptcy, sells this day, Monday, Aug. 31, 1903, 10:30 A. M., at 61-65 Franklin St., assets of the above bankrupt, consisting of fine imported dress goods, piece goods, lawns, gents' furnishings, &c., and immediately after, 113-115 Lexington Av., 15 cases of same class of goods.

Order of EDWARD G. BENEDICT, Receiver.
MOSES R. RYTTENBERG, Attorney for Receiver, 135 B'way, City.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of HENRY A. BUTT, Bankrupt.—Chas. Shongood, U. S. Auctioneer for the Southern District of New York, in bankruptcy, sells this day, Monday, August 31, 1903, at 10:30 A. M., at 1,011 Third Avenue, cor. 60th St., Manhattan, assets of the above bankrupt, consisting of GROCERIES, can goods, teas, spices, &c., counters, shelving, desk, safe, refrigerators, and immediately after sale of groceries and fixtures will sell at Odell National Stables, 304 E. 58th St., horse, wagons, blankets, and harness.

Order of JOHN WIDDECOMBE, Receiver.
JACOB LEVY, Attorney for Receiver, 303-304 Broadway, New York City.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In bankruptcy.—In the matter of OSCAR RADOU and MAX MEYER, individually and as members of the firm of Radou & Co., bankrupts. Charles Shongood, U. S. Auctioneer for the Southern District of New York in bankruptcy, sells this day, Monday, Aug. 31, 1903, at 10:30 A. M., at 32½ Greene Street, assets of the above bankrupts, consisting of store fixtures, safe, shelving, desk, counters, and partitions. Order of MOSES R. RYTTENBERG, Trustee. MORRIS J. HIRSCH, Attorney for Trustee, 66 William Street.

SURROGATE NOTICES.

HOLDEN, DANIEL J.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against Daniel J. Holden, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of her attorney, Henry N. Tifft Esq., No. 49 William Street, in the Borough of Manhattan, in the City of New York, on or before the seventeenth (17th) day of February, 1904; next.—Dated New York, the 5th day of August, 1903.

KATHARINE V. E. HOLDEN,
Executrix.

HENRY N. TIFFT, Attorney for Executrix, No. 49 William Street, Manhattan, New York City.
au10-1aw6mM

PUBLIC NOTICES.

THURINGIA AMERICAN FIRE INSURANCE COMPANY.

Notice is hereby given by the undersigned, Frederick G. Vose, receiver of all the property of said corporation, that a general meeting of creditors of said corporation will be held at the office of said receiver, No. 100 William Street, Borough of Manhattan, New York City, on the 24 day of September, 1903, at 11:30 o'clock in the forenoon, when all accounts and demands for and against said corporation and all its open and subsisting contracts will be ascertained and adjusted as far as may be and the amount of moities in the hands of the said receiver declared.

Dated New York City, June 27th, 1903.

FREDERICK G. VOSE, Receiver.
UNDERWOOD, VAN VORST & HOTT, Attorneys for said Receiver, 25 Broad Street, Borough of Manhattan, New York City.

APARTMENTS TO LET—UNFURNISHED.

THE SAN JACINTO

S. E. COR. MADISON AVE. AND 60TH ST.
New 6-story fireproof apartment hotel, with all modern improvements.
SUITES OF 2 TO 5 ROOMS AND BATHS WITH SERVICE.
Rents $650 per annum and upwards, by the year only. Restaurant on 8th floor. Cuisine a special feature. For booklet and other information apply to the Madison Ave. Real Estate Co., on premises.

THE STUART,

Cor. Broadway & 94th St.

A very desirable nine-room apartment to rent; first-class in every particular.
Also, A six-room and bath apartment in the Stuart Annex, 811 Broadway.
Steam Heat, Private Entrance, suitable for bachelors or private family.
Apply to CHRIS HEISER, 40 Liberty St., or Janitor, Tel. 466—Cortlandt.

THE OLGA

42 AND 44 WEST 126TH ST.
New seven-story building, opposite and overlooking Mount Morris Square; apartments of extra large, all light rooms and bath; electric lights; all night elevator service; telephone; hardwood trim; modern in every detail; rents $1,020 to $1,100.

PORTER & CO.,
169 WEST 126TH ST.,
B'WAY AT 104TH ST.

MARJORIE & TERESA

241 TO 247 WEST 115TH ST.
NEW APARTMENTS NOW READY.
RENTS $1,000-$1,100.
6 ROOMS AND 2 BATHS, with every modern convenience; all night elevator service; telephone in each apartment. Must be seen to be appreciated.
OWNER ON PREMISES.
Telephone 2603 Morningside.

THE BRAENDER

Central Park West, S. W. cor. 102d St.
OPPOSITE CENTRAL PARK.
One of the Choicest Residential Sections in the City.
CHOICE APARTMENTS.
STRICTLY FIREPROOF.
Suites of 5 to 24 Rooms, with 2 to 6 Baths.
These Apartments are especially adapted to those who are accustomed to refined surroundings.
RENTS $1,000 TO $7,000.
Supt. on Premises. Tel. 2464 Harlem.

THE KAUNEONGA

NEW APARTMENT HOUSE,
326-330 West 56th St.
Apartments of 6, 7, 8 and 9 rooms and 2 baths,
with all the latest modern improvements.
Elevator and Uniform Service.
GORDON & McCREDIT & CO., AGTS.,
280 Columbus Av.

THE RAYMOND,

42 East 28th St.

SELECT FAMILY APARTMENT HOTEL.
2, 3, and 4 rooms and bath, with every modern improvement for comfort and convenience.
First-class restaurant.

THE BERLIN APARTMENT

NOW OPEN FOR INSPECTION.
644 and 646 West 180th St., near Broadway Av.
Seven large sunny rooms and bath, all modern improvements, in unsurpassed neighborhood; private houses front and rear; convenient to east and west side elevated lines; rented from Oct. 1st; rent $45 to $50; references required. Jos. L. Phelps, 168 Willis Av. Telephone, 571 Melrose.

THE LANGDON,

124TH ST. AND 7TH AVE.
Finest 10-story fire-proof apartments in N. Y.
Parlor, room, and bath; service, restaurant; $27.50 to $55; telephone; all-night elevator; all-light rooms.
D. BIRDSALL & CO., 317 Broadway.

THE "WYOMING."

145 SECOND AVENUE, NEAR 9TH ST.
Suites of six rooms and bath, with all modern conveniences, including elevator, electric lighting, telephone, etc. Rents, $480 and $540. Attractive and moderate.
JOHN FOLSOM, 14 BIBLE HOUSE.

2067-2069 SEVENTH AVENUE.

One door above 123d St.; eight rooms and bath; all improvements; one light apartment; steam heat, hot water, gas; janitor; resident janitor; reasonable rents. Inquire on premises or of Horace S. Ely & Co., 21 Liberty St., and 27 West 20th St.

THE NORMA,

71-77 EAST 83D ST., NEAR PARK AND MADISON AVES.
Elegant spacious apartments of 7 rooms and bath; steam heat, hot water supply, hallboy service; rents, $600 to $1,000 per year. Being built.
Corner Apartment for Physician.

MILTONA

28 AND 30 WEST 131ST ST.
5 AND 6 ROOMS AND BATH.
Telephone, electric light, elevator service.

THE "TREVYLLIAN."

136-142 EAST 17TH STREET.
Suites of 4, 5, and 6 rooms and bath. All-night elevator service; electric lighting; telephones, and other modern conveniences. Rents, $480 to $720.
JOHN G. FOLSOM, 14 BIBLE HOUSE.

CLEMENT COURT,

22 EAST 99TH ST.
5 AND 6 ROOMS AND BATH.
Telephone, electric lights, elevator service.
RENTS MODERATE.

A Seven Room Flat, $28.00.

All light rooms; open plumbing, porcelain bath, steam heat, hot-water supply, handsome entrance, halls newly carpeted; half month free. Janitor, 52 East 106th St.

HOLYOKE.

Apartments 752 West End Av., corner 97th St.; apartments of 7 exceptionally large rooms and bath, with all improvements and conveniences. Inquire on premises.

FERNLEIGH HALL,

51 to 55 East 129th St.

Five and six rooms and bath; elevator, telephone, electric light; moderate rentals.

West 72d St., Between Central Park West and Columbus Av.—4-story house; hardwood trim, passenger elevator; very light.

For information apply to Janitor, 67 West 72d St., or
CLARK ESTATE, 2,531 BROADWAY.

COUNTRY IN CITY, ADJOINING MORNINGside Park; six rooms, b

TRAVELERS' GUIDE—RAILROADS.

NEW YORK CENTRAL

LAKE SHORE & MICHIGAN SOUTHERN R'Y.

THE FOUR-TRACK TRUNK LINE.

Trains arrive and depart from Grand Central Station, New York, as follows:

North and West bound trains, except those leaving Grand Central Station at 5:30, 11:30 A. M., 5:15, 11:30 P. M. with sleeping cars, Pullman Parlor Cars and Coaches, 10 minutes after leaving Grand Central Station.

All southbound trains, except the "20th Century" and the Empire State Express, arrive at 125th St. ten minutes before their arrival time at Grand Central Station.

12:10 A. M.—MIDNIGHT EXPRESS. Due Albany 3:30 A. M., Troy, 4:00 A. M.

7:50 A. M.—Adirondack, Thousand Islands, and Montreal Special.

8:30 A. M.—SYRACUSE LOCAL. Stops at all important stations.

8:45 A. M.—EMPIRE STATE EXPRESS. Most famous train in the world. Due Buffalo 4:45, Niagara Falls 5:31 P. M.

11:00 A. M.—FAST MAIL. 24 hours to Chicago. Due Buffalo 7:30, Niagara Falls 8:40 P. M.

8:40 A. M.—SARATOGA AND MONTREAL SPECIAL.

10:30 A. M.—ADIRONDACK EXPRESS. Due Albany 3:30 P. M., Troy, 4:00 P. M., Saratoga 4:40 P. M., Rutland 7:05 P. M., Burlington 8:30 P. M., Montreal 10:00 P. M.

11:30 A. M.—RUTLAND EXPRESS. Due Albany 3:30 P. M., Troy, 4:00 P. M., Saratoga 4:40 P. M., Rutland 7:05 P. M., Burlington 8:30 P. M., Montreal 10:00 P. M.

12:50 P. M.—BUFFALO LIMITED. Due Buffalo 11 P. M., Niagara Falls, 11:55 P. M.

1:00 P. M.—"SOUTHWESTERN LIMITED." Due Cincinnati 10:30, Indianapolis 11:30 A. M., St. Louis 6:40 P. M. next day.

1:00 P. M.—CHICAGO LIMITED. 24 hours to Chicago via Lake Shore, 946 via M. C.

1:50 P. M.—SARATOGA LIMITED. Saturdays only. Due Albany 5:40 P. M.

2:45 P. M.—"THE 20TH CENTURY LIMITED." 20-hour train to Chicago via Lake Shore. Electric Lights and Fans. Due Albany 7:40 P. M., Buffalo 11:00 P. M., Cleveland 5:08 A. M., Toledo 6:18 A. M., Chicago 9:00 A. M. next day.

3:20 P. M.—SARATOGA LIMITED, except Sunday and Sunday Due Saratoga 7:10 P. M.

3:30 P. M.—ALBANY AND TROY FLYER. Due Albany 7:40, Troy, 8:00 P. M.

3:40 P. M.—ALBANY AND TROY EXPRESS. Local stops.

4:00 P. M.—DETROIT, GRAND RAPIDS, AND CHICAGO SPECIAL.

5:30 P. M.—LAKE SHORE LIMITED, 25½ hours train to Chicago. All Pullman cars. Due Cleveland 7:08 A. M., Cincinnati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 6:40 P. M.

6:00 P. M.—NEW YORK EXPRESS. 26 hours to Chicago via both L. S. & M. C.

7:00 P. M.—MONTREAL EXPRESS via L. & H. to Montreal.

7:30 P. M.—ADIRONDACK AND MONTREAL EXPRESS.

8:00 P. M.—BUFFALO, THOUSAND ISLANDS, AND TORONTO SPECIAL.

9:15 P. M.—SPECIAL MAIL. LIMITED. Sleeping cars only for Rochester.

9:20 P. M.—SOUTHWESTERN SPECIAL.

9:30 P. M.—PACIFIC EXPRESS. Chicago, 26 hours by Michigan Central, 22 hours by Lake Shore.

11:30 P. M.—CHICAGO THEATRE TRAIN, via Vincennes, Cartersburg, Buffalo, Decatur and St. Louis.

*Daily. †Except Sunday. ‡Except Monday.

HARLEM DIVISION.

8:00 A. M., 4:00 P. M. Daily except Sundays for Pittsfield and North Adams. Saturdays only for Pittsfield.

9:00 A. M. Sundays only for Chatham.

2:00 P. M. Sundays only for Chatham.

Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 1402 Broadway, 5th Ave. Hotel, 261 Broadway, 1 Madison Av., 125 East 42d St., 275 Columbus Av., 125 West 125th St. Grand Central Station, 125th St. and 129th St. Stations, New York; 326 and 720 Fulton St. and 168 Broadway, Brooklyn. Information will be cheerfully given by the New York Central Cab service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE

BETWEEN

NEW YORK, BOSTON, NEW ENGLAND

Via Springfield and the

BOSTON AND ALBANY RAILROAD.

(N. Y. Central & Hudson River R. R. Lessee.)

Trains leave Grand Central Station, Fourth Avenue and 42d Street, New York, as follows:

10:45 A. M., *12:00 noon, *4:00 P. M., *11:00 P. M., arrive Boston 3:50 P. M., 5:40 P. M., 10:40 P. M., 6:15 A. M.

*12:00 noon, *4:00 P. M., *11:00 P. M., arrive New York 3:50 P. M., 5:40 P. M., 10:40 P. M., 6:14 A. M.

*Daily. All other trains Daily except Sunday.

Tickets at New York Central ticket offices, 167, 415 and 1,216 Broadway, and at Grand Central Station.

A. H. SMITH, GEORGE H. DANIELS, Gen'l Manager. Gen. Pass. Agent.

WEST SHORE RAILROAD.

(West Shore Railroad & Hudson River R. R. Lessee.)

Leave Franklin St. Station, New York, as follows, and at 42d, 72d, 125th and 130th Sts. (Manhattan Elevated Stations) 1 hour earlier:

7:15 A. M.—Catskill Mts. Express.

11:30 AM.—(2) Saratoga & Mohawk Exp.

12:45 PM.—(3) Rip Van Winkle Flyer.

1:00 PM.—(4) Chicago Express.

3:20 PM.—(5) Chicago, Detroit, Chi. & St. Louis.

4:00 PM.—(6) Ulster Express to Catskill Mts.

5:30 PM.—(7) For Hudson River points & Albany

6:00 PM.—For Roch., Buffalo, Clevel. & Chi.

6:00 PM.—For Syra., Detroit & St. Louis

7:00 PM.—For Syra., Roch., Niag. Falls, Det. & Chi.

*Daily. †Daily, except Sunday. Leaves Brooklyn (Annex) (1) at 10:15 A. M., (2) at 12:00 M., (3) at 12:10 P. M., (4) at 12:45 P. M., (5) at 2:30 P. M., (6) at 3:30 P. M., (7) at 5:00 P. M. Leaves Jersey City, P. R. R. Station, (1) at 10:45 A. M., (2) at 12:30 P. M., (3) at 12:40 P. M., (4) at 2:15 P. M., (5) at 4:50 P. M., (6) at 5:30 P. M., (7) at 6:30 P. M. These tables at principal hotels and offices. Baggage checked from hotel or residence by Westcott Express.

A. H. SMITH, C. E. LAMBERT, General Manager. General Pass. Agent.

READING SYSTEM

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (time from South Ferry five minutes earlier than shown below).

EASTON, BETHLEHEM, ALLENTOWN, AND MAUCH CHUNK—7:30, 9:30, 11:00 A. M., 1:30, 4:40, 6:00, 8:15 P. M. (Sunday only, 7:30 A. M., 1:00, 5:30 P. M. Sundays, at 8:30 A. M., 1:00, 5:30 P. M.

WILKESBARRE AND SCRANTON—8:00, 9:30 A. M., 5:00 P. M. Sundays, at 8:30 A. M.

LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—8:00, 9:40 A. M., 1:30, 4:30 P. M. (Lakewood and Lakehurst only). 8:00 A. M. Sundays, 8:15 A. M.

ATLANTIC CITY—10:40 A. M., 12:40 P. M. (1:00 P. M. Saturdays).

VINELAND AND BRIDGETON—*10:00 A. M.

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEA-SHORE POINTS—8:00, 9:30, 11:30 A. M., 1:30 (Asbury only), 3:45, 5:00, 7:00, 8:30, 11:30 P. M. Sundays, 11:30 Wednesdays and Saturdays only, 7:00 P. M. Sundays, except Ocean Grove, only, 4:00 P. M.

PHILADELPHIA (READING TERMINAL)—*2:00, 5:00, 7:00, 8:00, 10:00, 11:00 A. M., 12:00, 1:00, 2:00, 3:00, *4:00, *5:00, 6:00, 7:00, 8:00 P. M. Sundays, 9:00 A. M., *12:15 mdt.

NORTH AND CHESTNUT STREETS—*2:00, 5:00, 7:00, 8:00, 10:00, 11:00 A. M., 12:00, 1:00, 2:00, 3:00, *4:00, *5:00, 6:00, 7:00, 8:00 P. M. Sundays, 9:00 A. M., *12:15 mdt.

READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—*4:00, 10:25, 12:00, 1:00, 2:00, 3:00, *4:00, 5:00, 6:00, 7:00, 8:00, 11:30 P. M. Sundays, 9:00 A. M., *12:20, 12:00 P. M. Reading, Pottsville and Harrisburg only, *4:00, 10:40 P. M.

SANDY HOOK ROUTE—From ft. Reetor St., Pier 1 (Atlantic Highlands, Sealright, Monmouth Beach and Long Branch), 8:45, 10:00 A. M., 12:00 noon, 4:30, 5:00 P. M. Sundays, 9:00, 10:00, 11:00 A. M., 1:00, 3:00, 5:00, 6:00, 8:00 P. M. Sundays only, 9:00 A. M., 1:00, 4:30, 6:00, 8:00 P. M.

Ticket offices at New York Central ticket offices, 167, 415 and 1,216 Broadway, and at Grand Central Station.

A. H. SMITH, GEORGE W. BOYD, Gen'l Manager. General Passenger Agent.

6-27-1903.

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS: foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

The Exchange Place ferry-boats foot of Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7:55 A. M. FAST MAIL.—Parlor, Sleeping, and Dining Cars. For Chicago, Indianapolis, and Louisville.

9:50 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping Dining, Smoking, and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville, (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

4:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago, Toledo, and Cleveland. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Garp, W. Va., (via Shenandoah Valley Route.)

5:55 P. M. SOUTHERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

7:55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, And St. Louis.

WASHINGTON AND THE SOUTH.

7:55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortlandt Streets, 10:20), (Dining Car), 10:55 (Dining Car), 11:25 A. M., 12:25 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), (2:25 "Congressional Limited," all Parlor and Dining Cars), 3:20 (Dining Car), 4:25 (Dining Car), 4:55 (Dining Car), 5:25 P. M., 12:10 night. Sundays, 8:25, 9:25 (Dining Car), 10:55 (Dining Car) A. M., 12:55 (Dining Car), (2:25 "Congressional Limited," all Parlor and Dining Cars), 3:25 (Dining Car), 4:25 (Dining Car), 4:55 (Desbrosses and Cortlandt Streets, 5:15) (Dining Car), 9:25 P. M., 12:10 night.

SOUTHERN RAILWAY.—Express, 4:25 P. M., 12:10 night daily.

ATLANTIC COAST LINE.—Express, 9:25 A. M. and 8:25 P. M. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 P. M. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 P. M. daily.

CHESAPEAKE AND OHIO RAILWAY.—7:55 A. M. week-days and 4:55 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—12:10 night. week-days and 8:25 P. M. daily.

ATLANTIC CITY.—9:25 A. M. and 2:55 P. M. week-days, Sundays, 7:55 A. M. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Cars, Parlor Cars, Dining Car, and Standard Coaches on Sundays.

CAPE MAY.—12:55 P. M. week-days.

For points on New York and Long Branch Railroad, foot of New York and Thirty-third Street Station), 7:40, 8:55 A. M., 12:10, 1:10, (Saturdays only, 2:25), 3:55, 5:25, 4:10, 4:55, and 6:55 P. M. week-days. Sundays, 7:55, 8:25 A. M., 4:55 P. M. (from Desbrosses and Cortlandt Streets,) 7:50, 9:00 A. M., 12:20, 1:20, (Saturdays only, 2:30), 3:10, 3:40, 4:20, 5:10, and 7:00 P. M. week-days. Sundays, 8:18, 9:48 A. M., 5:00 P. M. From Desbrosses Street only, 3:30 A. M.; Cortlandt Street only, 8:45 A. M. week-days.

FOR PHILADELPHIA.

6:05, 7:25, 8:25, 9:25, (Dining Car,) 9:55, 10:25, 11:25, (Dining Car,) 12:05 (Ft. Louis Limited,) 12:10, (Desbrosses and Cortlandt Streets,) 12:20, (Dining Car,) 12:25, (Pacific Limited,) 12:55, (Dining Car,) 11:55 A. M., 12:55, (Dining Car,) 1:55, (3 Hours,) 2:10, (Desbrosses and Cortlandt Streets, 2:20,) 3:25, 3:25, (Dining Car,) 3:55, 4:25 (Dining Car,) 4:55, (Dining Car,) (4:56 Chicago Limited for Germantown Jct. only) 5:25, (Dining Car,) 6:55, 7:55, 8:25, 9:25 P. M., 12:10 night week-days, Sundays, 6:05, 7:55, (Dining Car,) 8:25, 9:25, (Dining Car,) 9:55, (St. Louis Limited,) 9:55, 10:25, (Penn Limited,) 10:55 (Dining Car) A. M., 12:55, (Dining Car,) 1:55, (Dining Car,) 2:25, (Dining Car,) 3:55, 4:25, (Dining Car,) (4:56 Chicago Limited for Germantown Jct. only,) 4:55, (Dining Car,) 5:55, (Dining Car,) 7:55, 8:25, 8:55, 9:25 P. M., 12:10 night.

Ticket offices, Nos. 461, 1354, 113, and 261 Broadway; 182 Fifth Avenue, (below 23d St.); 366 Fifth Avenue (corner 34th St.); 1 Astor House; West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 390 Broadway, and Pennsylvania Annex Station, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "914 Eighteenth Street" for Pennsylvania Railroad Cab Service.

W. W. ATTERBURY, J. R. WOOD, General Manager. Pass'r Traffic Manager.

GEO. W. BOYD, General Passenger Agent.

6-27-1903.

LEHIGH VALLEY.

Foot of West 23d St. Cortlandt and Desbrosses Sts. ft. *Daily. †Except Sunday. Sunday changes: 11:45, 10:55, 12:45.

	LV. N. Y.	ALLY. N. Y.
Manch Chunk Local	*7:30 AM	*3:30 PM
Buffalo Express	*7:45 AM	*10:10 AM
BLACK DIAMOND Express	*10:30 AM	*10:30 AM
Manch Chunk Local	*11:45 AM	*4:15 PM
Wilkesbarre Express	*2:40 PM	*11:55 PM
Easton Local	*5:10 PM	*8:30 PM
Chicago & Toledo Express	*6:40 PM	*3:40 PM
NEW YORK & BUFFALO Ltd.	*7:30 PM	*2:00 PM

Tickets and Pullman accommodations at 101, 261, 943, 1,354 and 1,365 Broadway, 1,323 Avenue A, 23 Union Square, 4 Court St., 369 Fulton St., Brooklyn, and 1 Exchange Pl., Jersey City.

Trunks and Pullman accommodations at 23d St. Ferry Station.

Baggage checked from hotel or residence by Transfer Co. will call for and check baggage.

TRAVELERS' GUIDE—SHIPPING.

North German Lloyd.

FAST EXPRESS SERVICE.

PLYMOUTH—CHERBOURG—BREMEN.

From New Pier foot of 3d St., Hoboken.

Kaiser...Sept. 1, 10 AM Kronprinz...Oct. 6, 5 PM

Kronprinz...Sept. 8, 5 PM Kaiser...Oct. 13, 10 AM

K. Wm. II...Sept. 22, 6:30 PM Kaiser...Oct. 27, 10 AM

Kaiser...Sept. 29, 10 AM Kronprinz, Nov. 3, 5 PM

THE NEW TWIN-SCREW EXPRESS

S. S. "Kaiser William II."

707 FEET.—19,500 TONS.—40,000 HORSE-POWER.

SAILS AUG. 25, SEPT. 22, OCT. 20.

TWIN SCREW PASSENGER SERVICE.

PLYMOUTH—CHERBOURG—BREMEN.

From New Pier foot of 3d St., Hoboken.

Friedrich...Sept. 3, 2 PM Bremen...Sept. 29, Noon

Barbarossa...Sept. 10, 9 AM Friedrich...Oct. 6, 11 AM

Kaiserin...Sept. 17, 2 PM Barbarossa...Oct. 13, Noon

Albert...Sept. 24, Noon Kaiserin...Oct. 20, 11 AM

MEDITERRANEAN SERVICE.

GIBRALTAR—NAPLES—GENOA.

From New Pier foot of 3d St., Hoboken.

Prinz Regent Luitpold...Aug. 29, 11 AM

Arabia...Sept. 12, 11 AM Hohenstaufen...Sept. 26, 11 AM

Hohenzollern...Oct. 10, 11 AM F. Irene...Dec. 1, 11 AM

Kaiserin...Sept. 17, 11 AM Auguste Victoria...Oct. 24, Noon

Barbarossa...Oct. 1, Noon Arabia...Dec. 10, 11 AM

ORIENTAL CRUISE, Jan. 30, No. 5 Broadway, N.Y.

Louis H. Meyer, 48 South Third St., Phila.

Hamburg-American.

FOR PLYMOUTH—CHERBOURG—HAMBURG.

Twin-Screw Express and Passenger Service.

THE GREAT OCEAN FLYER.

S. S. Deutschland.

Record Voyage, 5 Days, 7 Hrs., 38 Min.

SAILS SEPT. 12, OCT. 10, NOV. 12.

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Pretoria...Sept. 5, 4 PM Blucher...Sept. 17, 10 AM

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Pretoria...Sept. 12, 9 AM A. Victoria...Sept. 24, 10AM

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NEW YORK—NAPLES—GENOA.

By superb Twin-Screw Steamers.

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Zeeland...Sept. 5, 10 AM Vaderland...Sept. 19, 10 AM

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From Piers 51 and 52 North River.

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Minneapolis...Sept. 5, 2 PM Minnetonka...Sept. 19, 2 PM

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Only first-class passengers carried.

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Daily, except Saturdays and Holidays only, 7:30 P. M. for Highland Falls, Cornwall, Milton, Poughkeepsie, New Hamburgh, Milton, Poughkeepsie, Esopus, Rondout, and Kingston. Famous Mary Powell Orchestra.

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Boats leave at 9:00, 10:00, 11:00 A. M., and 1:00, 2:00, 4:00, 5:00, 6:00, 8:00, 10:00 P. M., Sundays, 10:00 A. M., 1:00, 4:00, 8:00 P. M., for all

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Entire boat. (ONTEORA.) Saturdays, 1:00 P. M. from Pier 41, 1:50 from West 129th St., for Catskill, Hudson, Athens, Coxsackie, Catskill Landing, Cementon, Catskill, Saugerties & Albany, and Albany & Hudson Railroads.

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Fast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier 29, East River, foot of Catharine St. 'Phone, 800 Orchard. Orchestra on each steamer.

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leave Pier 32, N. R., foot Canal St., at 5 P. M., week days. Connecting with express trains for Glens Falls, Lake George, Lake Champlain, Saturday night steamer connects with Sunday morning train for SHARON SPRINGS, SARATOGA, NORTH CREEK, and steamer on LAKE GEORGE. Excursion back free. Orchestra on steamers.

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Steamer "Saratoga" or "City of Troy" leaves West 19th Street pier daily 5 P. M., except Saturday. SUNDAY STEAMERS TOUCH AT ALBANY. Direct connection at Troy for all resorts North and East.

Excursion: Troy, $2.50; Saratoga, $4.50.

Dining-room on Main Deck. Searchlight Display.

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BLOCK ISLAND, ORIENT, GREENPORT, SHELTER ISLAND and SAG HARBOR Boats leave Pier 19, N. R., N. Y., near Wall St., week days, except Saturday, 5:30 P. M. Saturday, 2 P. M. MONTAUK POINT, 5:30 P. M. Sept. 7. EXTRA TRIP FROM N. Y. 5 A. M. FOR GREENPORT AND SAG HARBOR.

Commencing Sept. 8th steamer for the above points will leave N. Y. 7 A. M. Week days and Sat. at 8:00 P. M. Last trip for Block Island will be made Saturday, Sept. 12th.

HARTFORD LINE

from Pier 32, (new), N. R., daily except Sunday, 4:45 P. M. for Connecticut River landings, connecting for Springfield, Holyoke, Northfield, all New England points. Send for illus. folder.

EXCURSIONS.

FOR THE YACHT RACE TO-DAY.

RATE REDUCED

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$3.00 PLYMOUTH $3.00

From Pier 19, N. R., foot of Murray St., at 9:00 A. M. The PLYMOUTH is a perfect 20 knot ocean-going steamboat; is unquestionably the most satisfactory vessel engaged in passenger service, and is comfortable under all weather conditions. Always with the yachts; ample deck room and musical saloons. Music. Trips of Steamer RICHARD PECK discontinued.

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" Cortlandt St. Pier.....8:00 "

" West 129th St. Pier.....8:20 "

Returning from West Point 3:30, 5:30 P.M.

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Afternoon Boat Sat. MARY POWELL.

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Leave 34th St. E. R. (Annex), week days, 8:30, 9:40, 7:40, 10:30, 11:00 A. M., 12:10, 1:10, 1:40, 2:10, 3:40, 4:10, 5:40, 6:10, 6:30, 6:40, 7:20, 7:40, 8:30, 9:40, 10:30 P. M.

Leave Bedford Ave. and Fulton St. (Annex), 34th St. time.

ROCKAWAY BEACH.

Leave 34th St. E. R. (Annex), week days, 8:30, 9:40, 11:30, 12:30, 10:00 A. M., 12:00, 1:30, 2:30, 3:40, 4:40, 5:40, 6:40, 7:40, 8:30, 9:40, 10:30 P. M.

Additional trains Saturdays, 1:30, 3:30, 5:30, 8:30 P. M.

EXCURSIONS.

IRON STEAMBOAT CO. CONEY ISLAND

Leave FOOT 3RD ST., North River, 9:30, 10:45 A. M., 12:00 M., 1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00 P. M.

Leave Pier (New) No. 1, N. R. Half hour later.

Leave NEW IRON PIER, CONEY ISLAND, 10:40, 11:40 A. M., 12:40, 1:40, 2:40, 3:25, 4:25, 5:55, 6:40, 7:40, 8:40, 9:40, 10:40 P. M.

ROUND TRIP TICKETS, 25 CENTS.

ACKER, MERRALL & CONDIT'S LIQUORS and CIGARS served under company management.

REDUCTION IN FARE TO YACHT RACES.

The fleets of the Iron Steamboat Company have seagoing licenses and will accompany the yachts all through the contests.

Leave foot 22d St., N. R., 9 A. M.

Lv. Pier (New) No. 1, N. R., 9.20 A. M.

VIEW THE FINISH

Steamer "Orpheus"

Will leave West of 22d St., N. R., 12 M.

Pier (New) No. 1, N. R., 12:30 P. M.

Tickets $1.00

GOOD FOR MORNING OR AFTERNOON.

Tickets may be had at Company's offices, Room 150, 25 Broadway, New York City, and at Pier (New) No. 1, N. R., and foot 22d St., N. R.

"Puzzled? Why not write us, or spend ten minutes in our office. We'll solve the problems. Been doing them for 63 years." Information free. Tickets for spot cash only.

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Cortlandt Street (ferry), 9:00, 10:00, 11:00 A. M., 12:00 M., 1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00, 10:00, 11:00 P. M.

Pier (New) No. 1, N. R., 9:15, 10:15, 11:15 A. M., 12:15, 1:15, 2:15, 3:15, 4:15, 5:15, 6:15, 7:15, 8:15, 9:15, 10:15, 11:15 P. M.

East 125th Street (ferry), 9:30, 10:30, 11:30 A. M., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 P. M.

For all landings. Extra boats on Sundays and holidays.

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ROCKAWAY BEACH

STEAMER GENERAL SLOCUM

Leaves W. 129 St. 9 A. M., W. 22 St. 10 A. M., Battery Landing 10:40 A. M. Leave Rockaway 5 P. M. Excursion 50c.

YACHT RACE

STEAMER GRAND REPUBLIC

Leaves W. 22 St. 8:45 A. M., Battery Landing 9:15 A. M.

FARE REDUCED TO 30c.

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Billiard and Pool Tables, solidly made; high-grade goods. Lightest running. Artistic cushions. Decker, est. 1850. 105 East 9th St.

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Twentieth Century Storage Company's New Building, 490-492 East 138th St.—Clean storage, reasonable rates; vans for moving; packing, shipping; estimates; carpets and rugs cleaned, &c. Yard up. Telephone 587—Melrose.

REFEREES' NOTICES.

NEW YORK SUPREME COURT, COUNTY OF New York.—JOHN SCHNORRER, plaintiff, against PRESTON STEVENSON and others, defendants.

In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action, and bearing date the 15th day of July, 1903, I, the undersigned, the referee in said judgment named, will sell

POLICE RAIDED "COURT"

Mock Trial in Saloon Backroom After Hours Suddenly Ended.

Proprietor Had Just Been Convicted of Excise Violation and Was Paying Liquid Fine When Detectives "Butted In."

"Court" was in full blast in the saloon of Edward Reilly, at 1,429 Second Avenue, early yesterday morning, according to a story told to Magistrate Deuel in the Yorkville Police Court yesterday, by Detectives Vonderau and Devlin of the East Sixty-seventh Street Station, when they arraigned the proprietor on a charge of violating the excise law and eight men who were in the place for acting in a disorderly manner. Reilly was held in $1,000 bail for a further examination on Tuesday, and the other prisoners were fined $5 each.

The detectives were hunting for violators of the excise law early yesterday morning, and were passing Reilly's saloon on their way to places under suspicion. Reilly's rear room was lighted up, and the detectives paused for a moment, little thinking, however, that there was anything doing there.

Presently they heard voices, and both placed their ears to the door leading to the rear room and listened attentively.

"Your Honor, think of this man's wife and children and reflect what the terrible consequences will be if you allow this jury to believe what my esteemed contemporary, Mr. Jerome,' says of him."

"They're having a mock trial, Devlin," Vonderau said to his partner, "and possibly we'll be able to 'butt in' and offer some testimony."

Then the detectives gently rapped at the door, and when one of the "court attendants" asked who was there Devlin said, "It's all right, Jack." Then they got in.

The room, according to the detectives, was crowded. There was represented there a regular court scene, with everything to make it complete, including Judge, jury, counsel for the defense, policemen, court attendants, clerks, witnesses, and, last, Lic. Reilly, who was at the bar, charged with "violating the excise law," and a man who was styled "District Attorney Jerome."

Vonderau and Devlin, who were not known, were assigned to seats on the "spectators'" benches, where they could have a good view of the proceedings, which proved so interesting that it was some time before they made themselves known.

Mr. Reilly was led to the bar, and after several "witnesses" testified that they were positive he was a constant violator of the liquor laws the prosecution and defense summed up.

"Gentlemen of the Jury," said the "Hon. Joseph H. Choate," "my client stands before you charged with the hideous crime of dispensing those sparkling, invigorating liquids that invariably lull one to sleep after hours—when they take enough of it. And 'Mr. Jerome,' who prosecutes this case, is striving to have him incarcerated in a dungeon, to separate him from his wife and little ones, to tear him away from everything that is near and dear to him. Now, gentlemen, we all advocate an open door policy. Even our strenuous ruler, his Most Gracious Majesty, Teddy Roosevelt, is in favor of the open door, not to say anything of Fritz Lindinger. And why should he be hied away to spend the rest of his life in a prison cell, which our estimable "District Attorney" urges. It is cruel, merciless, brutal, and I can't believe that the intelligent body of men sitting in the jury box before me would convict my client. Let him bask in the bright sunshine for some few years yet, even if he has been in favor of the 'open door.' Think of the wife and little ones waiting for him now, think of the happy home you will destroy if you convict this man, think of the crime you yourselves will be guilty of if you say this man has erred and deserves imprisonment!"

"Mr. Choate" then went on, making a pathetic appeal for his client and urging that the "jury" find him not guilty. The man who took the part of the famous lawyer was really eloquent, the detectives said, and delivered a rather stirring address to the "jury."

All this time drinks were being served to the "judge," "jury," "policemen," "witnesses," "spectators," &c., and by the time "District Attorney Jerome" faced the "jury" everybody was in a splendid mood.

"Mr. Jerome" heaped the "jury" to send Reilly away for life, and when he finished his "scathing" denunciation of the prisoner, after reciting the hideousness of the crime with which he was charged, the jury "reached a verdict without leaving their seats.

"Mr. Foreman," said the clerk of the "court," "have you reached a verdict?"

"We have," answered the foreman; "the prisoner is guilty."

There was a storm of applause, and then the venerable "judge" pronounced sentence.

"Having been found guilty of this crime by a jury of your peers, I sentence you to pay a fine of $25, the money to be spent for booze. When the clerk of the court receives your fine, you will be put to death and the booze will be used in celebrating at your wake. Officers, take the prisoner away."

At this juncture Vonderau and Devlin, who had been interested spectators, jumped to their feet and grabbed the proprietor.

"Hey, there," somebody yelled, "you're not de cops in dis case; you're are only lookers-on. Where d'ye come in, to 'butt' into this? Go 'way back and sit down."

But the detectives didn't intend to "go 'way back," so, and they promptly placed Reilly under arrest. When the men in the saloon saw that they had been fooled they became enraged, and a free-for-all fight started. The detectives were forced to draw their pocket sticks and lay them over the crowd before they would submit, and it was some time before hostilities ceased.

Finally the detectives got Reilly and eight of the men who were in the place to the East Sixty-seventh Street Station, where they were locked up. A score of the men got away, including "Mr. Choate," Jerome," the "judge," and other "court attachés."

POLICE CAPTAIN WINS FIGHT.

Denis J. Brennan Seeking Liquor Law Violators Has a Fierce Struggle with a Bartender.

Police Captain Denis J. Brennan of the Macdougal Street Station had a desperate fight yesterday morning with John Haggerty of 47 Macdougal Street in a saloon at 191 Prince Street. The officer was roughly handled, but managed to get the better of his assailant after a struggle that lasted six minutes.

Brennan was out looking for evidence of violations of the liquor tax law when he noticed men entering and leaving the saloon, the bar of which was not visible. He entered the place to demand that the screens in the front of the saloon be pushed aside. The bartender, Haggerty, met him in the hall, and without warning hit him a powerful blow in the face, twisted him about, and kicked him into the street.

Brennan returned to the attack, and after a rough-and-tumble fight, in which the men fell to the floor, the officer made Haggerty say "enough." He then took his assailant to the Jefferson Market Police Court, where Magistrate Ommen fined him $5. It being evident that he had been severely punished in his contest with the Police Captain.

Child's Fatal Fall from a Window.

Herman Sewing, four years old, fell from the front window of his home on the top floor of the six-story tenement house at 205 East Seventh Street yesterday afternoon and was instantly killed. Herman and his brother Charles, six years old, ran to the window to see a chowder party pass, and Herman leaned out too far. His mother, who caught sight of him as he slipped, sprang to catch him, failed, and was about to jump out of the window when she was restrained by her husband.

Cruiser Buffalo Back from Brazil.

The United States cruiser Buffalo of the Atlantic Training Squadron, Commander Albert Ross, reached port yesterday after a voyage of seventeen days from Bahia, Brazil, where she disembarked a number of men to be distributed among the ships of the South Atlantic Squadron.

DOUBLE TRAGEDY IN HARLEM.

Mrs. Kathleen Johnson Cut Her Little Child While on Her Knees, and Then Killed Herself.

Mrs. Kathleen Johnson, thirty years old, the wife of Alfred J. Johnson, an official of the Fuller Construction Company, attempted the life of her seven-year-old daughter, yesterday afternoon, by slashing her wrists, and then cut her own throat with a carving knife, while locked in her apartments at 1 East One Hundred and First Street. The woman died several hours later in Harlem Hospital, but the child, at a late hour last night, was well on the way to recovery.

The Johnsons moved into the apartments about three weeks ago. On Friday, the 21st inst., Johnson went to Saratoga for a week's vacation, leaving his wife and child at home, and Janitor John Wright says she began to drink freely. She finally denied herself to all callers, even her father, Philip H. Smith of 367 Pleasant Avenue, who is connected with the Department of Boiler Inspection, and only the grocery clerk was admitted with her orders for liquor. Her sister warned the grocer against supplying her, but it is said without result.

Shortly after Mr. Johnson had left the house yesterday morning, Mrs. Johnson's sister, Miss Smith, rung the bell of her apartments, and a moment later the door was opened by the child, Alice. The little one had a gash across the right wrist and was so faint that she staggered and would have fallen had not her aunt caught her in her arms.

"Mamma cut me and then cut herself with the carving knife," the little one gasped.

Miss Smith found her sister stretched out on the kitchen floor with a deep gash in her throat. All efforts to revive her were futile, and an ambulance was summoned. Ambulance Surgeon Krauskopf of Harlem Hospital hurried mother and child to the hospital. Coroner Jackson was hastily summoned, but the woman died without recovering consciousness. The child was just able to gasp that its mother, while they were all alone in the flat, took her upon her knee and cut her on the wrist with the carving knife and then ran into the kitchen where she cut her own wrist and throat.

Several of the doctors of the hospital were of the opinion that the woman had administered some narcotic to the child and taken a dose herself before she used the knife, as they appeared to be under the influence of some drug.

Johnson declined to talk about the case last evening, except to say that his wife must have been demented when she committed such an act and that he could not account for it.

TRAGEDY FOLLOWS OUTING.

Boat Upset and One of Three Brothers Cannot Be Found.

The trial of a new skiff by three boys in the Harlem River last evening had what was in all probability a fatal ending.

The boys were Albert, Charles, and Hubert Munch, nineteen, seventeen, and fifteen years old respectively, brothers, of 116 East One Hundred and Twentieth Street. By the capsizing of the skiff they were left to struggle for their lives. Albert swam to the Manhattan shore, Hubert was rescued from the bottom of the boat, but at a late hour it was not known what had become of Charles, but it is believed that he had drowned.

Charles started to build the boat about a month ago. It was launched a few days ago, and for yesterday was planned a pleasure trip which was also to be a trial of the boat's powers.

Leaving the foot of East One Hundred and Twenty-sixth Street the lads rowed across the Harlem River and into the Bronx Kills. They put in at the Sunken Meadows on Randall's Island and fished for crabs until about 7 o'clock, when they started for home, Charles being at the oars.

While little craft had emerged from the Bronx Kills and was being headed for Manhattan, when the stern of the boat struck a railroad float off the yards of the New York, New Haven and Hartford Railroad. The boys were alarmed, and some movement they made, with the shock of the impact, caused their skiff to overturn. The two elder boys were considered good swimmers, and they were not greatly alarmed at their predicament.

"You take care of yourself," said Albert to Charles, "and I'll look after Hubert."

"All right," responded Charles, and then all three uttered several cries for help. The shouts were heard on the Second Avenue bridge, and persons on the structure also raised cries of warning.

Albert managed to place his youngest brother on the bottom of the overturned boat, told him to hang on, and then started out for the foot of East One Hundred and Twenty-sixth Street. He reached shore all right. Albert says that Charles struck out for the Bronx shore. They were not very far from the Second Avenue bridge.

The City Department boat Thomas F. Gilroy on a trip across the Harlem River found Hubert Munch clinging to the bottom of the boat. The boy was taken back to the foot of East One Hundred and Twenty-sixth Street. Just as he arrived there his brother Albert reached shore after a long and hard swim. Both boys were taken to the East One Hundred and Twenty-sixth Street Station.

The Harbor Squad was notified of what had happened and Policemen Cagney and Healy went out in a small boat to try and find the body of Charles, if he had been drowned. Their search, however, had met with no results at a late hour.

FOUND HER FATHER DEAD.

Shooting Gallery Proprietor Had Killed Himself with Gas.

Anthony Ballenback, forty-five years old, of 190 Guernsey Street, Greenpoint, L. I., was found dead from asphyxiation at 5 o'clock yesterday afternoon in a rear room of his shooting gallery in the basement of 226 Third Avenue.

Policeman Buckley of the East Twenty-second Street Station detected gas escaping through a crack in the door of Ballenback's little shooting gallery. He and Policeman Sheehan burst the door open. An overpowering gust of gas drove them to the sidewalk for air. While they were breathing the gas out of their lungs, Annie Ballenback, the seventeen-year-old daughter of the proprietor of the gallery, hurried down the avenue in search of her father, who had left the house to go to the gallery at 8 o'clock in the morning, and had not appeared at dinner as had been his habit. The policemen refused to allow her to enter until the gas in the place had escaped.

Her father's body was found in a little closet back of the targets, in the rear of the store, the head wrapped in a mackintosh. Apparently Ballenback had wrenched a fixture from the gaspipe and placed his lips to the vent thus made. A twenty-two calibre target pistol, fully loaded, was found near him. The girl said that her father of late had been depressed by lack of patronage at the little gallery.

MAIL HELD ON FRAUD ORDER.

Brooklyn Concern's Letters Supposed to Be from Work Seekers.

Acting Postmaster Newcomb of Brooklyn is holding up mail addressed to the Champion Typewriter Company of 1,083 Fulton Street in obedience to a fraud order issued by the Post Office Department. About three hundred letters are held.

They are supposed to contain money sent by persons looking for steady employment addressing envelopes, which, it is claimed, was offered in advertisements by the Champion Typewriter Company. All persons applying for this employment, it is said, were supposed to send $1 each with their applications. The concern established itself at the Fulton Street address about four weeks ago.

THREE CAR PASSENGERS HURT.

Two women and a man were painfully but not seriously injured last night by jumping from a south-bound Third Avenue car at the Bowery and Houston Street. A fuse blew out with a loud report.

Salvatore Siogha of 2 Rivington Street, greatly excited, jumped to the street. He landed on his back. Fannie Rosenberg and Celia Werner of 329 East Twelfth Street, near Siogha, jump followed his example. They were thrown from their feet. The three passengers were carried to the sidewalk by other passengers.

An ambulance was summoned from St. Vincent's Hospital. Dr. Kelly found that the passengers had been slightly cut about the face and bruised about the body. They were attended and went to their homes.

LABOR AND THE CANAL

Central Federated Union Hesitates About Voting for the Waterway.

Wants to Know Why Senator Depew Is for It and What It Will Do for Union Workers—Other Business.

The Central Federated Union got into an excited discussion yesterday over the report of a committee which had the conference last week in the Ashland House with the Canal Improvement State Committee, at which the committee used all its arguments to show that the expenditure of over $100,000,000 for enlarging the canal would be a great benefit to the working people. President Gompers of the American Federation of Labor, who attended the conference, is in favor of the plan, and will agitate for its adoption when it is voted on by the people in November. The legal residence of Gompers is New York.

James P. Archibald of the Brotherhood of Painters, who made the report for the committee, said the Central Federated Union committee was convinced that the plan would be a benefit to the working people.

"Mr. Gompers," he said, "outlined his policy, and asked the central body to indorse the plan, as most of the $100,000,000 to be expended will be paid in wages. The committee therefore asks this body to indorse the plan."

"Do the members of the committee think that when Mr. Gompers takes snuff everybody must sneeze?" asked Morris Brown of Cigarmakers' Union No. 44. "Before you do anything you should be assured that organized labor will get a fair deal in the matter. I move that the central body repudiate the plan until it is shown that organized labor will be employed under union conditions and that the canal will be really built by the people."

"If you repudiate this plan," said Philip Kelly of the Theatrical Protective Union, "everybody will think that you are acting in the interests of the railroad corporations. The canal will be constructed anyway, and the people will vote for it. It is public ownership, and that is what we want."

Robert M. Campbell of Typographical Union No. 6 made a strong argument in favor of the canal. Those who vote against it will be standing in their own light, he said. It would be a competing line with the railroads, and that was a good thing.

George H. Warner of the International Association of Machinists found an argument in the fact that Chauncey M. Depew is on record as favoring the plan.

"Now," he argued, "there is something wrong when Senator Depew does this. Wrong, at least, for the labor unions. He never did an independent thing in his life. Everything he does is dictated by the Vanderbilts. If the canal is built it will be owned by the New York Central, in all probability."

Herman Robinson, General Organiser of the American Federation of Labor, took a hand in the debate. He said that it was known to him that Chauncey M. Depew is in favor of the plan. He believed that the railroad corporations were opposed to it.

Several other delegates took part in the discussion before Brown secured the floor again to say that the contractors would get all the money.

"A Government like what we have now ought to be blown off the face of the earth," he shouted. "When the working people run the Government, then we can have them build any amount of canals. Let us know that citizens are employed on the work, and employed by a union man, and then we will stand for the plan."

That argument carried Brown's motion.

A letter signed by George K. Lloyd, its Secretary, was read from the Amalgamated Sheet Metal Workers, stating that the organization is still opposed to the arbitration agreement of the Employers' Association. It had several insuperable objections to the plan. One was that it prevented sympathetic strikes, while the agreement they had with the employers allowed sympathetic strikes.

Delegate Ryan of the Photo Engravers' Union said that he had seen Secret Service Agent Wilkie in Washington, who had promised to see President Roosevelt or write to him regarding the introduction of a bill in Congress to prevent the teaching of photo engraving in prisons. Delegate Ryan also said that he had seen in The City Record that the Civil Service Commission had advertised for an examiner of photo engraving in Elmira Reformatory, and he had decided to write to Gov. Odell about it.

"Some of the most expert embezzlers and forgers are in the prisons," he said. "If they are taught photo engraving it is putting a dangerous business in their hands."

PAINTED BOY A BRIGHT RED.

Lad in Flaming Color Accuses Flushing Firemen.

Police Captain Wolfarm of the Flushing Precinct is investigating a story told by George Smith, fifteen years old, of Washington and Union Streets, Flushing, in which the boy claims he was painted from neck to feet with a brilliant coat of red paint.

Somehow the boy's limbs and body were coated with red paint, but it is not yet certain it occurred just as he says it did. His claim is that he was enticed into the house of Mutual Engine Company by a crowd of firemen on Friday night and, on pretense of initiating him as a fireman, his body was treated to the coat of red paint. Despite the efforts of his mother the paint is not yet all off, although the same can hardly be held true relative to his skin.

The members of the fire company deny the boy's story and claim the affair did not occur in their house, and if it did all traces of paint seem to have been well removed. The officers of the company say they will expel any member found guilty, but as yet neither they nor the police have succeeded in placing the blame.

FEAST OF ST. ROSE OF LIMA.

Services in Catholic Churches Yesterday for Only American Saint in Roman Ritual.

In all the Catholic churches yesterday the festival of St. Rose of Lima, the only American saint in the Roman ritual, was celebrated. Special services were held in the patronal Church of St. Rose of Lima at Rockaway Beach. A solemn high mass, at which quite a number of the local clergy and prelates assisted, was sung at 10:30 and a panegyric of the saint preached.

The celebrant of the solemn mass was the Rev. Father Roue, chaplain of the Monastery of the Precious Blood, the Rev. Father Francis J. Dillon being the deacon, and the Rev. Father Edward M. Shea subdeacon. The Rev. Father John F. Morgan of St. Joseph's Seminary, Dunwoodie, was master of ceremonies.

In the course of his panegyric of the saint Father John S. Cresser of Brooklyn gave a description of the austere life led by the young Southern woman who was raised on the altars of the church as St. Rose of Lima.

"America has been fruitful in the holy men and women it has given to the Church," said Father Cresser. "There are few better examples of noble missionaries than Jogues and Marquette. Some day we shall see them raised on the altars. In St. Rose of Lima, a woman of the virgin South American countries, we have a splendid type of womanhood. She forsook everything the world, her people and apart from them, saved her own soul and won others to Christ."

In the evening solemn vespers were sung, the Right Rev. Mgr. McNamara being the celebrant. The Rev. Father John Robinson preached.

In St. Patrick's Cathedral the last mass was sung by Father Morgan and the sermon preached by Father Thomas Murphy.

The one exception to the general celebration of the feast of St. Rose of Lima was at the little French Church of St. Louis, King and Confessor," at the corner of Ellery Street and Nostrand Avenue, Brooklyn. Here the festival of St. Louis, deferred from last Tuesday, was celebrated with solemn mass at 10:30 and vespers in the evening.

Father Jules Jollin was celebrant of the mass and preached the panegyric of St. Louis. Several hundred French families attended the services.

SYMPATHETIC STRIKE REFUSED BY UNIONS

Three Bodies Unwilling to Aid Marine Machinists.

Brotherhood of Boilermakers Suspended by Central Federated Union—Blacksmiths' Union Ordered to Repudiate Agreement.

Radical action was taken at yesterday's meeting of the Central Federated Union in the case of the Blacksmiths' and Helpers' Unions and the Brotherhood of Boilermakers, the first two of which positively refused to strike in sympathy with the marine machinists in the ship yards. The representative of the boilermakers did not put in an appearance at the time the committee of the trades represented in the ship yards, including his own, had the last conference with the representatives of the New York Metal Trades Association when the committee was turned down.

The boilermakers' organization was suspended because its delegate refused to obey the command of the central body to attend with the committee before the representatives of the Metal Trades Association, and the Blacksmiths' and Helpers' Unions were ordered to repudiate an agreement which they made with the Metal Trades Association while the negotiations were in progress which provided against joining in any sympathetic strike. If this agreement is not repudiated, these two unions will also be suspended.

The matter was brought up by James P. Archibald of the Brotherhood of Painters, a member of the committee which conferred with the representatives of the Metal Trades Association. He said that those trades which had failed to assist the machinists in a sympathetic strike had weakened any support the machinists would have had. It was to regretted that this action had been taken.

"The employers absolutely refuse to grant the demands of the machinists for a minimum wage scale of $3 a day. I am afraid that the power and influence of the committee can accomplish nothing else, and that the whole movement is weakened."

"I don't believe in any organization that doesn't act fair," said Delegate Wagner, also of the Machinists. "Our union has spent $1,000 a week during the three months of the strike, and has altogether spent $40,000, principally in keeping non-union men away. We have never asked any financial assistance. We ask that the organizations here are fair to us. I did not expect any one of them to go to the employers crawfishing for themselves."

Warner denounced at great length the three unions which appeared to have deserted the machinists. "They have simply taken a dirty mean advantage of an organization in trouble," he concluded. "We have no right to have delegates of that calibre in our body."

After the three unions had been further denounced, Delegate McKay of the Boilermakers asked to be allowed to speak. He said that he could not attend the conference of the employers, for the simple reason that he would have been disobeying the commands of his organization by doing so. He continued:

"As to our conferences with the Metal Trades Association, it was purely an arbitration conference of our own. If Mr. Hunter says that it had anything to do with the machinists, he lied."

Later on the matter came up again, and by a large majority it was decided to suspend the Brotherhood of Boilermakers because its delegate refused to obey the mandate of the central body. It was also decided to notify the Blacksmiths' and Helpers' Unions that they must repudiate the anti-sympathetic strike agreement which they made with the employers last week. If they fail to do this they will also be suspended.

During the talk there was no mention of a sympathetic strike in the yards, and it is not now believed that a sympathetic strike will take place. The machinists say that they will stay out anyway, whether there is a sympathetic strike or not, until the demands are granted, and the employers say they will never make any concessions.

CATHOLICS AND LABOR UNIONS.

Michigan Priest Warns His Flock Against Taking the Typographical Union Oath.

MARSHALL, Mich., Aug. 30.—The Rev. Dr. F. A. Baart, rector of St. Mary's Church of this city, to-day, in a sermon on education, said that no Catholic could consistently take or keep the oath of some labor unions, and he mentioned particularly the Typographical Union, part of whose oath he quoted as follows:

I hereby solemnly and sincerely swear that my fidelity to the Typographical Union, and my duty to the members thereof, shall in no sense be interfered with by any allegiance that I may now or hereafter owe to any other organization, social, political, or religious.

Father Baart said this oath places the union before the Church and before the State, and distinctly impeaches the loyalty and Catholicity of those who take such an oath.

Possibly the leaders may not have realized the full force of the words they used in their oath, he said, but whether they did or not, every patriotic citizen and every minister, consistent Catholic, should demand that such an oath be modified, and that the objectionable clause be cut out.

BLOCK PLAN FOR CHEAP HATS.

Special to The New York Times.

ORANGE, N. J., Aug. 30.—The journeymen hatters of Orange have refused the request of the boss hatters that they be allowed to turn out a cheaper grade of hats in their shops, that would cost $18.50 per dozen. The manufacturers made the request in order that they might be enabled to keep the factories open all the year around, which cannot be done at present when only expensive hats are made.

The manufacturers represented that the change would benefit both parties in many ways, but the men, after mature deliberation, decided that it would not be to their advantage for the manufacturers to turn out hats that would sell at wholesale for less than $18 per dozen. The manufacturers are much disappointed at the refusal of the men to grant their request.

L. H. HOLLOWAY EXPLAINS PARKS TESTIMONY.

To the Editor of The New York Times:

I was very much astonished when I read the interview published in your esteemed paper last Sunday, between Assistant District Attorney Rand and your reporter, in which Mr. Rand discourteously gave for publication private correspondence between us, without asking my consent, and said that I "turned him down" (to use his own words) by not testifying to certain alleged facts in connection with the check submitted as evidence at the Parks trial. The facts are these. I was summoned to Mr. Rand's private office some time before the trial, that he might ascertain the nature of any testimony I could give. It then developed that a certain check which I had probably seen for a moment several months before, was to be put in evidence and I was asked to declare that the check in question had been in my hands. This, of course, I could not do unless the check bore some special mark that distinguished it in my mind from all other similar checks, which it did not, and I so stated. Notwithstanding this fact, I was asked to identify the check when I was in the witness chair at the trial, and naturally again declined to do so. The experience of almost any juror is convincing that sworn testimony in court must be definite and exact and that probabilities and likenesses cannot be sworn to as known facts. If this be almost universally known to laymen, whose ideas of the application of law are derived only from their experiences as jurors, how much better should it be known to the distinguished staff of the District Attorney's office!

My letter of inquiry regarding the fee for a witness, and published by Mr. Rand, was, I believe, quite in keeping with my rights, and any attempted reflection cast upon it by Mr. Rand seems rather beneath the dignity of the District Attorney's office.

Trusting that you will give this explanation space in your valued paper, you will confer a favor upon

L. H. HOLLOWAY.

New York, Aug. 29, 1903.

SMITH & MABLEY
7 West 34th St. cor. 6th Av. N.Y.
AGENTS FOR
The Packard, C.G.V. Mors & Renault
Complete Repair & Supply Dept.

SAVE ½ ON A WINTER SUIT

The fore-handed prepare now for Winter. Suits worth nearly double, sizes 34 to 48, almost every sort of good goods, $12.50 while they last. New York Store only. If you wish a light or medium weight suit to help out the season here's a choice at $9.50.

Smith, Gray & Co., BROADWAY AT 31ST ST., N.Y. Brooklyn, Broadway at Bedford Ave. Fulton St. at Flatbush Ave.

NEWSBOY LAW OPERATIVE

Act Regulating Their Street Sales Effective To-day.

Six Thousand Badges Ready and 10,000 Applications Put in for Them—Provisions of the Law.

The "Newsboy Law" which the Child Labor Committee caused the State Legislature to pass last Fall, goes into effect to-day. It provides that no boy under ten years of age may sell papers, and that those between ten and under fourteen may do so only until 10 o'clock at night, and while doing so must wear badges which are being issued by the twenty-three District Superintendents of Schools in the different boroughs. The law also forbids any girl under sixteen to sell papers at any time.

Clarence E. Meleny, Associate City Superintendent of Schools, who is to attend to the enforcement of the law, sent circulars to the Principals of all public and private schools at the end of last June asking them to explain the new law to all their pupils, and to find approximately the number of boys between ten and fourteen who expected to sell papers.

"To aid this," he said yesterday, "we furnished preliminary application blanks, and more than 10,000 were filled out, although we are sure many hundreds of the boys who signed them will never sell papers. Six thousand of the badges have been made. They are to be worn on the cap, and with them in use no boy who is under the proper age will be able to sell papers because he will not have them, and will be conspicuous for that very reason.

"In Boston, where the idea of licensing newsboys originated, boys under the legal age found no difficulty in getting badges from older ones, and the whole purpose of the law was thwarted. When the New York law was framed this was considered. It is practically impossible to transfer the badge which we will use here, because it will bear on its face the name and number of the boy, and on its back his signature. It will be easy for an officer to detect a boy using the badge of another by requiring him to sign his name. A further check on the badges is the fact that each permit expires a year after issue, and those which are not surrendered at the proper time will be recalled, and in this way outstanding badges will be valueless. When the badge is first issued the boy must apply with his guardian or parents before his application will be considered.

"The badges themselves are ingeniously made to meet the requirements of the law, and also to stand the rough treatment the small boy will give them. The boy's name and number are typewritten on one side of a mirror card two and a half inches long, and on the other side the boy signs his name. The card, protected on both sides by strips of celluloid, is slipped into the groove in the back of the badge, and is easily seen through the long slot in the badge itself. As each badge bears the seal of the Board of Education, it will be impossible to break it open and insert another card.

"The enforcement of the law is in the hands of the police, and a few days' grace will be allowed for all boys who are entitled to badges to register. When Justice Julius M. Mayer was questioned about the clause in the law forbidding that arrested children "shall be dealt with according to law," he said:

"Great discretion is allowed under the law to the Justice presiding at the children's courts, before whom all such cases will be tried in the Boroughs of Bronx, Brooklyn, and Manhattan. Just what course will be taken with the offender will depend largely on the circumstances surrounding the case, which will include the home environment, age, and number of offenses of the child. Of course, when the law is violated under pressure from the parents of the child or because of parental neglect, the court has the power to require the parent to pay for the maintenance of the child if committed to an institution for its violation. In this way the parents who are blamable will be as much within the control of the court as the child. To accomplish the hoped-for results will require caution, but in due time the withdrawal of children of tender years from street occupations may be expected."

MAGISTRATE OMMEN ANGRY.

Denounces Operations of Professional Bondsmen in "Tenderloin" Station.

Magistrate Ommen, sitting in Jefferson Market Police Court, is making a vigorous protest from the bench against the operations of professional bondsmen in the more important of the police precincts. The Tenderloin Police Station came in for an attack by the Magistrate yesterday, when the bonds executed in the name of Barnett Marcus, the tailor, and said to be a friend of "Bob" Nelson, were carefully scrutinized by the court.

The case was that of four women arrested in a house in West Thirty-first Street. They said they had been released from the Tenderloin Station on bail. The women's bonds were signed by Barnett Marcus, who was also on the bonds of four other women who had been arraigned before Magistrate Ommen earlier in the morning.

When the women prisoners were arraigned Magistrate Ommen asked each one of them in turn who had bailed them. Each of the women denied knowing their bondsman.

"Was the bondsman in the station house when you signed the bond?" Magistrate Ommen asked of Madeline Wooman.

"No, Sir. I saw no man in the room at all."

"It would appear," said Magistrate Ommen, "that a number of bonds signed by this man Marcus are deposited in the station house for use whenever wanted, and the bondsman does not feel it incumbent upon him to go to the station house and swear formally to each bond with each prisoner. I intend to sift this matter to the bottom. These women say they were bailed out, and that they did not see their bondsman, nor do they even know who their bondsman is. There's something wrong about that station house."

Attorney Louis Lowenstein, who had appeared in the cases of the women, and Detectives Armstrong and Donohue, who arrested the women, each testified that the bondsman was in the room at the time.

After hearing what evidence the policemen had to give in the cases against the women Magistrate Ommen discharged the four women.

Magistrate Ommen has written a letter to Police Commissioner Greene, stating the condition of things in regard to professional bondsmen. It is understood that in the letter Magistrate Ommen has set forth the fact that a certain bondsman whose bonds are always accepted at the Tenderloin Police Station is on the "black list" at the District Attorney's office, and should also, the Magistrate suggests, be refused by the police.

Ticket Chopper Stricken at His Post.

Thomas C. O'Mahoney, fifty-eight years old, a ticket chopper on the up-town elevated road station at Park Place, was stricken with apoplexy while sitting in his chair yesterday morning at the station, and fell to the platform in an unconscious condition. He was taken to Hudson Street Hospital in an ambulance, and died within an hour. O'Mahoney had been at the Park Place station since last February, and lived with his wife and three grown children at 195 Baldwin Avenue, Jersey City.

The happy medium between straw hat and derby is the easy, light felt.

Fall shapes ready—the famous Stetsons and other good soft hats.

Fall derbies ready if you are, black and the Fall looking brown.

ROGERS, PEET & COMPANY.

258 Broadway, opposite City Hall.
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849 Broadway, cor. 13th. We fill orders by mail.
and 140 to 146 4th Ave.
1200 Broadway, cor. 32d.
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GLUTOSAC. The diabetic sufferer will take a long stride toward recovery when he adopts this excellent food in all its attractive forms.
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FLINT'S FINE FURNITURE
BEDROOM REDUCTIONS.

MAHOGANY BUREAUX.

Were	Now
$45	$37
78	65
117	88
195	170

MAHOGANY FINISH BUREAUX.

Were	Now
$38	$33
50	40
52	45

Also Toilet Tables, Chiffoniers, Cheval Glasses and Beds. A rich, glowing, wave-marked wood. Some handsomely carved, finest French plate mirrors, perfectly made, correctly finished, but room must be had for new goods daily arriving, so promptly

"BUY OF THE MAKER"
GEO. C. FLINT CO.
43, 45 and 47 WEST 23RD ST.
NEAR BROADWAY.
CARRIAGE ENTRANCE, 23 WEST 24th ST.
FACTORIES: 508 TO 516 WEST 23D ST.

"THE BEST EVER"
REPPO CRAVATS
—WOVEN FOR WEAR—
No More FUZZY-WUZZY ties for men who know REPPO.
New Fall Styles now on Sale.
OPPER & LEVINSON,
Wholesale Cravaters, New York.

AMUSEMENTS.

AMERICAN 42d St. & 8th Av. Prices 25, 50, 75, $1.00. Bargain Matinee Wednesday, 2 o'cl. Sharp. Sullivan, Harris & Woods' Big Melodramatic Hit THE EVIL MEN DO

FIRE BELL AGAINST POLICE.

Detectives' Arrival on Excise Duty Announced by Eleven Strokes and Their Departure by One Stroke.

After struggling against circumstances which they could not fathom, Detective Sergts. McCauley and Griffith of Inspector Kane's staff confessed in Queens Borough Headquarters in Jamaica yesterday that "the farmers," as they called them, had been too much for them. For months they had been seeking to make excise arrests in the smaller places in the borough, but without success. In Evergreens, East Williamsburg, and Ozone Park they would find everything closed, although they were satisfied that they had been recently open.

They noticed at Evergreens that just after they arrived an alarm of fire rang out, but as there was no excitement, they set it down to crossed wires, or something of that kind, forgetting that the alarm was not automatic. McCauley noted that the bell sounded eleven strokes. They did not stop to locate the cause, and after an hour's inspection of closed doors departed.

Their first visit yesterday was to East Williamsburg, and they had not gone far in the village before a fire bell began to ring. Again it sounded eleven times. There were similar phenomena in the other towns visited. The detectives found that as soon as they arrived a bell in some factory, or even the fire bells, were struck as a warning. There was no liquor selling until they boarded a car for some other place.

Word would be telephoned ahead, and the alarm given in that place. Their destination could be pretty easily guessed by the time they took. One tap was the signal of their departure, when the thirsty were relieved.

OIL LIGHTER STILLS THE SEAS.

Leakage from Grounded Craft Welcomed by Passing Vessels.

The steamship Colonel E. L. Drake, which arrived from Port Arthur, Texas, yesterday, reported that on Friday when off Little Egg Harbor, and while weathering the fierce gale of that day, the Standard Oil Company Barge No. 91, which she had in tow, broke away and went aground near that point.

The barge was leaking badly and oil was scattered over the water for miles as a result of the holes in the bottom of the barge. The large had on board a crew of eight men, but Capt. Rubelle of the Drake promptly lowered a life crew, who succeeded in getting them all off.

Yesterday other vessels that passed in the track covered by the Drake reported on arrival that the water was still covered with oil for a great area, a condition of affairs that was very welcome to all skippers concerned on account of the gales that have been raging during the past few days along the Atlantic Coast.

AMUSEMENTS.

DALY'S
DANIEL FROHMAN.....Manager
TO-MORROW (TUESDAY) 8 P. M.
CHARLES FROHMAN'S GEORGE EDWARDES' and LONDON COMPANY in Paul Rubens' Musical Comedy Presented One Year in London.
THREE LITTLE MAIDS
The great cast includes: Maggie May, Madge Crichton, Delia Mason, Maud Hobson, Phillis Emery, Vera Edwardwine, Barbara Hunday, Marie West, G. P. Huntley, Walter Passmore, George Carroll, J. Edward Pyne, R. Bertram, Eva Lester, Kathleen Clare, Vera Fillis.

GARRICK THEATRE, 35th St. nr. 6th Av. Evenings 8:20. Mats. Wed. & Sat. 2:20.
OH! PAPA, IT'S GREAT!
JOHN C. RICE. THOS. A. WISE
Vivian's Papas

SAVOY THEATRE
CHARLES FROHMAN.....MANAGER
OPENS NEXT MONDAY.
Seat Sale Thursday, 9 A. M.
MRS. LANGTRY.
Supported by Paul Arthur and Her Own Theatre Co. in a New Comedy.
Mrs. Deering's Divorce

MANHATTAN BEACH TO-DAY
2:30 P. M. Shannon's 22ND REGT. Band
TO-NIGHT AT 9 PAIN'S POMPEII AND GRAND FIREWORKS.
LAST TIMES OF
EVE. AT 8. SAT. MAT. AT 2. THE SLEEPING BEAUTY AND THE BEAST
Two Extra Performances
LABOR DAY
PAIN'S CARNIVAL

BROADWAY THEATRE, 41st st. & Broadway. Ev. 8:15. Mats. Wed. & Sat. 2:15.
TO-NIGHT! TO-NIGHT!
John C. Fisher's production of Leo Ditrichstein's Success from the Swedish, entitled
A PRINCESS OF KENSINGTON
WITH JAMES T. POWERS.

MADISON SQUARE GARDEN
OPENS TO-NIGHT AT 8
THE Fashion Show
The Setting of the Styles for 1903

CASINO Mat. Sat., 2:15. To-night at 8:15.
THE RUNAWAYS

PRINCESS THEATRE Broadway and 29th St. Tel. 1400 Madison.
Beginning SEPT. 7TH. Mat. Sat. Only.
THE EARL OF PAWTUCKET

MAJESTIC GRAND CIRCLE, B'way & 59th St. Evgs. at 8. Mats. Wed. & Sat. at